

Monday, May 10, 1976
Vaisakha 20, 1898 (Saka)

Sixteenth Session (Fifth Lok Sabha)



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LOK SABHA DEBATES

I

LOK SABHA

Monday, May 10, 1976/Vaisakha 20/
1898 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

May on Agriculture and Irrigation under 20-Point Programme

*732. SHRI P. GANGADEB: Will
the Minister of AGRICULTURE AND
IRRIGATION be pleased to state:

(a) whether agriculture and irriga-
tion have been given top priority in
States under 20-Point Programme; and

(b) if so, total outlay under the
States' plans in respect of these two
sectors?

THE MINISTER OF STATE IN
THE MINISTRY OF AGRICULTURE
AND IRRIGATION (SHRI ANNA-
SAHEB P. SHINDE): (a) Priority
to agriculture and irrigation is reflect-
ed in the State Plans. Wherever ne-
cessary, additional Plan allocations
have been made, having regard to the
20-Point Programme relating to these
sectors.

(b) The total outlays approved for
Annual Plans for 1976-77 of the States
and Union Territories aggregate to Rs.
476.22 crores in respect of agriculture
and allied sectors, and Rs. 672.41 cro-
res for irrigation and flood control.

SHRI P. GANGADEB: In view of
the fact that the Prime Minister's 20-
point programme has successfully end-
ed its take-off stage and is now in its
next step, I would like to know from
the Hon. Minister what the latest Cen-
tral directives to the States, to stream-

2

line price mechanism of food-grains
and food products so that the price
level, which is now showing a rising
tendency, is immediately arrested.

SHRI ANNASAHEB P. SHINDE:

I do not know how the Hon. Member
is posing the argument that the prices
are rising so far as agricultural com-
modities are concerned. There are
certain seasonal fluctuations, but, the
other day I explained to the House
that there had been a fall of 24 per
cent to 25 per cent as compared to
last year, in cereal and food-grain
prices. Government itself is not in-
terested in deflating the prices of
agricultural commodities too much as
it might affect the advance of agricul-
tural production.

SHRI P. GANGADEB: May I fur-
ther ask what steps have been taken
under the new programme, especially
during the emergency, to ensure
speedy completion of the unfinished
irrigation projects in different States—
both major and minor—within a time-
bound programme and to what extent
the services of the Central Water Com-
mission have been utilised by the
States to implement all these half-
done projects expeditiously?

SHRI ANNASAHEB P. SHINDE:

As the House is aware, the 20-Point
programme envisages additional five
million hectares to be brought under
irrigation under medium and major
schemes during the four years of the
Plan. Last year, additional assistance
given to the State Governments was
to the tune of 57 crores of rupees.
The State Governments themselves
are taking all steps necessary to im-
plement this programme with all the
seriousness.

As far as the Central Water and Power Commission is concerned, they only sanction the schemes, the implementation is with the State Governments.

SHRI D. N. TIWARY: I would like to know, whether it has been decided to complete the irrigation projects which have been continuing for a long time. If so, whether the Government will see that Gandak project in North Bihar which has been going on for the last 8—10 years is completed at an early date.

SHRI ANNASAHEB P. SHINDE: I fully share the sentiments of the hon. Member. In fact, a large number of projects are taken up in individual States and naturally the overhead expenses go up. Our suggestion to the State Governments has been to implement them as early as possible so that the escalation does not take place and the benefits accrue from the project at the earliest.

SHRI VASANT SATHE: There are a number of irrigation projects in Vidarbha region, where mostly it is dry farming, and, therefore, irrigation potential is from the wells. So many farmers have dug wells, taken pump sets, and fitted them, but the electricity authorities are demanding per pole certain amount for giving connections. The amount of benefit that you can get from energising these pump sets is tremendous. I would like to know from the hon. Minister, whether the Central Government has any scheme for assisting such farmers to get these facilities, so that irrigation facilities could be augmented.

SHRI ANNASAHEB P. SHINDE: We do not have any special scheme for them; the State Governments are expected to take care of such problems.

SHRI VASANT SATHE: They say that it is the Central Government. There is a scheme of minor irrigation programme, where the Central Government gives some financial assistance. They say that unless that

scheme is sanctioned, they will not be able to help.

SHRI ANNASAHEB P. SHINDE: Most of the electricity boards are finding themselves in financial difficulties because of inadequate resources. That is why, we are trying to raise additional resources. I quite appreciate that the conditions should not be too harsh that these become counter-productive and the farmers are not able to get power connection. If the hon. Member brings to my notice any specific cases, I will take up with the State Government.

श्री रमला भिख 'भबुकर': अध्यक्ष जी, बीस-सूत्री कार्यक्रम में सिंचाई का 5 लाख हेक्टेयर का लक्ष्य रखा गया है, यह बहुत अच्छी बात है लेकिन देखा यह गया है कि 20 सूत्री कार्यक्रम के बहुत से मामलों में गड़बड़ पैदा हो रही है। मैं यह जानना चाहता हूँ कि राज्यों को 20 सूत्री कार्यक्रम के अन्तर्गत सिंचाई की सुविधाएँ बढ़ाने के लिए जो धन दिया गया है, उस के लिए केन्द्र ने क्या कोई मशीनरी एक्प्लोय की है, जो कि यह देखे कि उस धन का उपयोग ठीक प्रकार से हो रहा है और क्या उस में स्थानीय एम० पी० जी० एम० एल० एज० का सहयोग लेने की कोई व्यवस्था की गई है ?

SHRI ANNASAHEB P. SHINDE: Implementation of irrigation projects is a State subject. I said that last year additional assistance was granted to the tune of Rs. 57 crores. But, normally, the outlays are provided in the State Plans for the implementation of the schemes. Our advice generally to the State Governments has been that wherever major projects etc., are being implemented, there should be popular co-operation. But that depends upon the State Governments. You will appreciate, Sir, that we cannot issue directives to the State Governments in this matter....(Interruptions)

SHRI JAGANNATH RAO: For the successful implementation of the 20-point economic programme of the Prime Minister, I would like to know

whether there is any co-ordination between the Revenue Department and the Agricultural Department in the State so that when the surplus land is allotted, the Agricultural Department goes and examines the soil and advises the allottee as to the type of crop that could be raised on the land.

Secondly, the other day Mr. Jagjivan Ram said that Rs. 500 is given to the allottee for reclamation and another Rs. 500 for inputs. Is this amount being given to the State Governments to be given to the allottees?

SHRI ANNASAHEB P. SHINDE: First of all, Rs. 25 crores are provided in the Central Plan outlay concerning the Fifth Plan for helping the land allottees as outright grants and loans. Rest of the amount is supposed to come as institutional finance from banks and other financial institutions. But the State Governments are supposed to see and ensure that no allottee suffers for lack of resources to develop the land. We have even suggested formation of Consultative Committees under the Chief Ministers or Chief Secretaries so that there is effective co-ordination and the land allottees do not have any difficulty.

श्री रामावतार शारदा : अध्यक्ष जी, क्या बीस सूत्री कार्यक्रम के अन्तर्गत मिर्चाई और कृषि के विकास के लिए लिए राज्य सरकारों ने कोई टाईम बाऊण्ड प्रोग्राम तय किया है। अगर हां, तो उनका व्यौरा क्या है? अगर राज्यों सरकारों ने ऐसा नहीं किया है तो इसके बारे में सरकार की प्रतिक्रिया क्या है, वह किन तरीके से इसे क्रियान्वित करा रही है?

SHRI ANNASAHEB P. SHINDE: As far as irrigation is concerned, it has been indicated in the 20-point programme itself that 5 million hectares of additional land will be brought under major and medium irrigation. In addition to that, 6 million hectares of

land is expected to come under minor irrigation.

As far as agriculture is concerned, all the Plans are related to production targets etc., and when the annual plans are discussed by the Planning Commission and my Ministry with the State Governments, specific programmes are drawn up.

श्री परिपूर्णानन्द पन्थली : अध्यक्ष जी, मैं माननीय मंत्री जी से जानना चाहता हूँ कि, भूमि के ऊपर और भूमि के नीचे जो पानी है, उनके पूरे-पूरे सदुपयोग के बारे में, दोनों में तालमेल बिठा कर क्या कोई योजना तैयार करने के बारे में सोचा गया है।

दूधरे कश्मीर से लेकर मेघालय तक जितना भी हिमालय की तराई का इलाका है, जहाँ कि साधारणतः ट्यूबवेल्स नहीं खुद सकते, वहाँ पर डी.प ड्रिलिंग की जरूरत है और इसके बारे में मैंने प्रधान मंत्री जी से, लेकर कृषि मंत्री जी तक को पत्र लिखे हैं, क्या आपने इस बात की कोई तजवीज की है कि अण्डा-घाउण्ड वाटर सर्वे, ज्योलोजिकल सर्वे आफ इंडिया और ओ.एन. जी. सी. के गहरी खुदाई करने वाले समस्त भाषनों को पूल करके इन समस्त क्षेत्र में पानी निकालने की कोई व्यवस्था की जाय? क्या बीन सूखी कार्यक्रम के बावजूद वह इलाका सूखा रहेगा?

SHRI ANNASAHEB P. SHINDE: We have an Underground Water Wing at the centre and all exploratory work regarding underground water sources is being carried out by the Exploratory Wing of the Ministry. Now, the point is that a very large area of underground water source has been surveyed.

Now, as far the availability of the rigs is concerned, as a country, we are in a position to manufacture most of it in our own country and the availability is not a difficulty though, here and there, there may be some such difficulty and in special cases we are al-

lowing imports also. So the availability of rigs and data for exploration of underground water sources are not a limiting factor. The rest of the thing comes under the State Plans.

MR. SPEAKER: Next question.

Strengthening of State Ground Water Organisations for Exploitation of Ground Water

*733. SHRI DHAMANKAR: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether there is any centrally sponsored scheme for providing matching grants to the States for strengthening the State Ground Water Organisations to make agricultural operations less dependent on the vagaries of rains and to bring under plough all cultivable land; and

(b) whether the Central Ground Water Board have made any investigations and collected data for formulating schemes for development in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) and (b). A statement is laid on the Table of the Sabha.

Statement

(a) Yes, Sir. A Centrally sponsored scheme for strengthening ground and surface water minor irrigation Organisations in the States has been recently approved. Under this scheme 50 per cent grants, on a matching basis, would be made available to the States for strengthening of the State Organisations in specified disciplines and areas in which they are presently deficient, so that these Organisations are able to do the work of surveys, planning and development of minor irrigation in a more efficient manner.

(b) Central Ground Water Board has been carrying out macro level hydrogeological investigations to en-

able planning and implementation of groundwater schemes on a sound technical basis. The Board is expected to cover about 5 lakh KM² under these surveys during the Fifth Five Year Plan against an area of about 10 lakh Km covered during the preceding 25 years. The Board in addition, has taken up special projects for resource evaluation in limited representative basins including chronically drought affected hard rock areas with a view to evolving an extended methodology and norms for planning and implementation of ground water schemes. Two such projects have already been completed and six are presently in hand.

SHRI DHAMANKAR: The statement says that under the scheme 50 per cent is given as a grant and the other 50 per cent should come as the State contribution.

I would like to know whether all the States have got ground water organization, whether they have adopted the scheme, whether in any State the scheme is implemented and if so, with what results.

SHRI SHAHNAWAZ KHAN: The scheme has been introduced very recently and it has been sanctioned by the Ministry of Finance. We have received nine proposals so far, but the actual implementation has not yet begun.

SHRI DHAMANKAR: It has been said in the statement that two such projects have already been completed and six are presently in hand. I would like to know which are those two and six schemes. I would also like to know whether this scheme can be implemented in the drought prone areas? Where there is a hard rock, the tubewells are not possible.

SHRI SHAHNAWAZ KHAN: Two schemes which have been completed by the Central Ground Water Board with the assistance of UNDP are in Rajasthan and Gujarat and in Andhra Pradesh. In Andhra Pradesh we have

hard rock operation. We are drilling through the hard rock and we have succeeded in locating water underneath very hard rock.

SHRI DHAMANKAR Which are the other six schemes in hand?

SHRI SHAHNAWAZ KHAN: In Coimbatore, Noyil, Ponnani and Amravati River Basins Projects, elsewhere Upper Jamuna Project including Tajwala and Okhla, Ghaggar Project, Betwa Project, Vedawati Project and Sina Man Basins Project in Maharashtra.

SHRI NAWAL KISHORE SINHA: Which are these nine States which have prepared their proposals for strengthening their State organisations from matching grant hard rock areas of sub Himalayan ranges to which Mr. Painuli referred to a short while ago? Are they also being attended to?

SHRI SHAHNAWAZ KHAN: I do not have the details of the States which have submitted their proposals. But in all 9 States have submitted their proposals. We are awaiting proposals from the other States. In the hard rock areas of Himalaya terrain the problem is of holders and not so much of hard rock. We have done some drilling work.

MR. SPEAKER: Have you got the names of those States?

SHRI SHAHNAWAZ KHAN: No.

SHRI VASANT SATHE: I would like to know from the hon. Minister whether there is a Report by an expert Shri Adyalkar of the Ground Water Division of the Central Government on the Deccan Tract ranging from Viderba region going through the Marathwada region upto the west and down to the Vindhya. The survey is virtually complete. The river is below a certain subterrain and water level and the huge water supply is about 1000 deep and then it will be a perennial water. From this survey,

What is known to the Government? What is the Government doing keeping in view that the entire tract is a drought prone and dry farming area?

SHRI SHAHNAWAZ KHAN: The Central Ground Water Organisation has been doing very good work particularly in the drought prone areas and in areas where there is any rock.

MR. SPEAKER: Have they been able to locate?

SHRI SHAHNAWAZ KHAN: We have located in that area and also in many other areas. So far, we have covered 10 lakh sq. kilometers already and we have the proposal to cover 5 lakh sq. kilometers during the Fifth Plan period. . (Interruptions)

SHRI VASANT SATHE: Let it be completed.

MR. SPEAKER: They say it has been located.

SHRI VASANT SATHE: Are you doing something to exploit that water resources or you will wait till certain point?

SHRI SHAHNAWAZ KHAN: We are merely carrying out the surveys and pointing out where water is available. Exploitation is....

MR. SPEAKER: It has been located and next stage will follow.

Water famine in Gujarat

†

*734. **SHRI VEKARIA:**
SHRI ARVIND M. PATEL:

Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government are aware that Gujarat is again in the grip of water famine;

(b) if so, districts which are facing water shortage; and

(c) measures taken by Government to face the situation in regard to agriculture?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SAHEB P. SHINDE): (a) According to the information received from the State Government, difficulties are being experienced in some pockets in the State.

(b) Difficulties regarding drinking water are being experienced mainly in Amreli and Bhavnagar districts.

(c) The main difficulty which is being experienced is with regard to supply of drinking water, for which the State Government is taking measures like deepening of wells, drilling of tube-wells and supply of water by tankers and bullock carts to the affected villages and towns.

SHRI VEKARIA: Every year the rainfall is decreasing in the areas of Saurashtra and Kutch and the villagers have been facing the difficulty of water shortage every year. I would like to know this from the hon. Minister. He says about measures like supply of water by tankers and bullock carts, deepening of wells, etc. Such type of measures do not solve the problem at all in these areas. I would like to know from the Minister whether the Government has any idea to put up a plant for desalination of water from the sea in those areas.

SHRI ANNASAHEB P. SHINDE: I would like to contradict his statement and say that rainfall was normal in Saurashtra this year and excess in Gujarat. As far as desalination of water is concerned I am not in a position to make any positive statement because experts have not indicated any economic feasibility of these desalination projects either for irrigation or for drinking water.

SHRI VEKARIA: My second question is this. In part (c) of my question I asked about the measures taken by

Government to face the situation in regard to agriculture. What we find is that although dams are constructed for irrigation purposes, because of water shortage in city areas, these waters are used for the water supply schemes of the city areas. That is why I am asking this question. If these waters are used for the water supply scheme of the city areas, then what will happen to irrigation schemes, which is our main purpose? Therefore, I would like to know this. Has the Government any scheme to give water supply to the cities instead of drawing water from these dams which are meant for irrigation purposes?

SHRI ANNASAHEB P. SHINDE: As far as that part is concerned, there is not much danger of this type of diversion of water. Agriculture is not suffering by and large. We would also suggest to the State Governments about alternative schemes where agriculture is likely to be very badly affected, but, drinking water must have a priority and I am sure, the hon. Member would be able to appreciate this point.

श्री अरवि एम. पटेल : गुजरात का सीराष्ट्र का जो क्षेत्र है वहां कई सालों से पाने के पानी की कमी महसूस हो रही है। राज्य सरकार से जो सूचना प्राप्त सरकार की हुई है उसने यह कहा है कि केवल दो जलों में द्द्वि साल पानी की कमी है। यह ठीक नहीं है। सीराष्ट्र क्षेत्र के सभी जिलों में पानी की कमी है। राजकोट के सात सौ जो छोटे छोटे गांव हैं उन में से पचास साठ ऐसे हैं जहां का मैं दौरा भी करके आया हूं और मैंने देखा है कि आज भी पानी की वहां कमी महसूस हो रही है! पाने के पानी की कमी जो है वह टेम्पोरेरी बैसिस पर नहीं बल्कि उत्तका कोई ऐसा इलाज आपको

निकालना चाहिये ताकि यह कमी हमेशा के लिये खत्म हो जाय। क्या आप ऐसा कोई स्थायी हल निकालेंगे।

SHRI ANNASAHAB P. SHINDE: Permanent solution is very desirable, but in many parts of the Country, there are large number of villages where this drinking water problems is there. I agree that long-term and permanent solution has to be found out. We also suggest to the State Government's that they must work out on the basis of long-term and permanent arrangements.

Permission to collect Crocodile Eggs from Girwa River in Nepal

*735. **SHRI RAJDEO SINGH:** Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Nepal Government have permitted U.P. Government to collect crocodile eggs from the Girwa River in that country; and

(b) if so, which rivers in U.P. have been selected as a repository and breeding ground for crocodiles?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): (a) At the request of Dr. Bustard, an FAO expert on crocodiles assigned to the Government of India, His Majesty's Government of Nepal have agreed to the collection of 500 gharial eggs at two centres—at Nayarani adjacent to Gandak and Girwa river. The eggs are meant for breeding purposes in Orissa and UP Crocodile project areas.

(b) The following 4 rivers have been selected as a repository and breeding ground for crocodiles in UP.

1. Girwa river.
2. Ramganga river.
3. Son river.

4. Chambal river.

श्री राजदेव सिंह: गिरवा और नारायणी नदियां नेपाल से निकलती हैं और हिन्दुस्तान में भी ये आती हैं। मैं जानना चाहता हूँ कि बडियाल का बीट करने का एरिया क्या है। पूरी नदी की लम्बान तक ये आते जाते हैं या नहीं आते जाते हैं और थोड़ी दूर में अपने आपको कनफ इन रखते हैं? अगर कनफ इन थोड़ी दूर में नहीं रखते हैं तो जब ये नदियां घूम फिरकर गंगा जी में मिल जाती हैं तब बडियाल बहते बहते गंगा जी में पहुँच जायेंगे, क्या यह सही नहीं है?

मैं जानना चाहता हूँ कि इन दोनों बानों में से कौन सी बात ठीक है?

SHRI ANNASAHAB P. SHINDE: Sir, the breeding grounds have been destroyed because of the indiscriminate use of river sources and also because of the ecological changes which have taken place. That is why we are trying to get them from Nepal. Our subsequent effort would be to create protective areas for breeding of crocodiles.

श्री राजदेव सिंह : बडियाल और मगर में क्या फर्क है? हमारे देश में बहुत सी ऐसी नदियां भी हैं जिन में मगर बहुत मिलते हैं। अगर फर्क है तो जिस तरह से कलकत्ता के बडियाल में एक एक्सीडेंट हुआ है, अमरीकी बेरली और बंगाल के टाइगर को एक साथ रख कर तीसरी नस्ल पैदा की गई जिस को डैमन कहा गया इसी तरह से मगर और बडियाल में भी आप करेंगे अगर ये दो नस्लें हैं तो?

SHRI ANNASAHAB P. SHINDE: They are similar species. But, whe-

ther inbreeding is possible or not, that is a suggestion for consideration.

SHRI BISHWANATH ROY: May I know why the other States have been deprived of this facility for increasing the breeding of crocodiles?

SHRI ANNASAHAB P. SHINDE: Now, a few other States have been selected. Orissa is one of the States because it has a high potential. It will give employment also and, for maintenance of our marine ecology, it is desirable to have this. Crocodiles help maintain ecological balance by destroying harmful fish.

Indian Agriculture Congress

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*736. **SHRI R. S. PANDEY:**

SHRI Y. ESWARA REDDY:

Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether the Indian Agriculture Congress have urged for the setting up of a National Union of Agriculture;

(b) other points discussed at the Congress; and

(c) reaction of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): (a) The Indian Agriculture Congress held in New Delhi from 8th to 11th April, 1976 is reported to have passed a resolution to constitute a National Union of Agriculture in India. But the resolution passed or the recommendations made by the Congress have not been communicated to the Government.

(b) As stated in reply to (a) above, no intimation has been received from the Congress about the various points discussed by them.

(c) Does not arise at this stage.

SHRI R. S. PANDEY: Sir, the hon. Minister said that the Indian Agriculture

Congress which met in Delhi have not passed on the recommendations to the Ministry. It is not a question of whether they have passed on the recommendations or not. Such an important conference took place here which was addressed by our Prime Minister. She herself participated and while addressing the inaugural session of the First Indian Agriculture Congress, Mrs. Gandhi said that rural reconstruction was to prevent the migration of people to urban areas. So, highest attention should be given to increase the agricultural output. There are so many suggestions given by the Prime Minister herself. And then, later on, the Indian Agriculture Congress recommended to Government to have the National Union of Agriculture as a sort of a voluntary organisation to create an atmosphere in the country for the participation and actual involvement of the people in order to create more production where there is dearth of foodgrains. May I know whether his attention was drawn to this by this organisation or the attention of the Government was drawn to this to do something in this respect?

MR. SPEAKER: Is it National Union of Agriculture or Agriculturist?

SHRI ANNASAHAB P. SHINDE: They have suggested this. Various organisations of agriculture are to be brought together. As regards the point raised by the hon. Member, namely, regarding the recommendations, we are awaiting their recommendations and we learn that this organisation has not yet finalised the recommendations. As soon as the recommendations are available to us, we will go into them. Secondly, we would like to encourage the voluntary organisation because we cannot afford to rely only on bureaucracy for the implementation of the developmental programmes.

SHRI R. S. PANDEY: May I know whether any recommendation regarding 'incentive bonus' to the farmer has been received from this Organisation and what is the thinking of the Government on this?

MR. SPEAKER: The Minister says the recommendations have not been finalised so far.

SHRI R. V. SWAMINATHAN: As one of the organisers of this Indian National Congress, I know, this Conference was organised by voluntary organisations and non-officials to promote and bring together all the agricultural unions in this country. The proceedings of the discussions that took place are being finalised and they have written a letter in this respect to the Government. I would like to know whether the Minister is aware of this fact?

SHRI ANNASAHAB P. SHINDE: Yes, we are aware of it.

Sports facilities

*737. **SHRI K. MALLANNA:** Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Government have approved any schemes to improve sports facilities in the country; and

(b) if so, salient features thereof and the facilities Government are going to extend to the sportsmen to compete in Olympic games?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI ARVIND NETAM): (a) and (b). A statement is laid on the Table of the Sabha.

Statement

Government have taken a number of steps for the promotion of sports, games and physical culture in the country, keeping in mind the complementary nature of broad-based mass physical and sports activity on the one hand and competitive sport aimed at excellence and high achievement on the other.

It was decided in the meeting of the State Ministers of Sports, Presidents

of State Sports Councils and President/Members of the All India Council of Sports held in November, 1974 that each State Government/State Sports Council should undertake to involve around 1500 youths in active sports in each Block, thus ensuring the participation of about 80 lakh young men and women by the end of the Fifth Five Year Plan period. The guidelines for the development of games, sports and physical culture activities in the country evolved by the Ministry in July, 1975 stress that the programme of creating a mass movement in sports should have precedence over competitive aspect of sports. These guidelines, *inter alia*, envisage the establishment of one youth club in each Panchayat to organise on a regular and sustained basis sports and games activities in indigenous and other games popular in the area. The guidelines have been brought to the notice of the State Governments and they have been requested to give top-most priority to this programme in their plans for the promotion of sports.

A nation-wide programme of rural sports tournaments is in operation since 1970-71 and in this connection special coaching camps are held for rural sportsmen. These tournaments are held at the Block, District, State and National levels and involve a large number of rural and tribal youth. The total number of boys and girls involved during 1975-76 is estimated at about 7 lakhs.

Promotion of sports and games in the rural sector is also an important part of the programmes of the Nehru Yuvak Kendras which have been provided with trained coaches for this purpose. These Kendras encourage establishment of Youth Clubs so as to involve the rural youth into various activities for total development of their personality.

With a view to spotting sporting talent at a young age and to properly develop such talent, 1,300 fresh scholarships are awarded every year under

the Sports Talent Scholarships Scheme to outstanding school and university students who excel in sports and games as well as to deserving and upcoming rural and tribal boys and girls on the basis of their performance in the rural sports tournaments.

Financial assistance is provided to State Sports Councils/State Governments, as the case may be, for construction of Stadia, Swimming Pools, Floodlighting of Stadia, holding coaching camps, purchase of sports equipment, establishment of Rural Sports Centres and improvement of physical facilities in the physical education training institutions. The ceilings on Government grants that can be given, for the above purposes have recently been enhanced.

Financial assistance to State Governments/State Sports Councils and local bodies is made available for the development of play-fields, while assistance is channelled through the University Grants Commission and the Association of Indian Universities for universities and colleges for development of physical facilities and for organising coaching-cum-competition camps.

Facilities for coaching of sportsmen and women and training of coaches themselves have been made available at the Netaji Subhas National Institute of Sports, Patiala and at the Regional Coaching Centres. A South Branch of the Institute has been set up at Bangalore to make improved facilities available in South India.

Coaching, conditioning and improving physical fitness of national teams is arranged through the Netaji Subhas National Institute of Sports, Patiala free of cost.

Grants are made available to national sports Federations/Associations for holding national Competitions, participation in international sports events,

purchase of equipment and for the training of national teams.

Teams, sportsmen and women who qualify for participation in the Olympic Games are provided expert coaching at the Netaji Subhas National Institute of Sports, Patiala and expenses on their board and lodging during the coaching camps are met by the Government. Government also extend financial assistance to cover the passage costs of Indian teams participating in the Olympic Games.

The details of the schemes and programmes undertaken by the Ministry of Education and Social Welfare for promotion of sports, games and physical culture in the country are mentioned at pages 76-35 of the Ministry's Annual Report for 1975-76 which was recently circulated to the Members. It might be mentioned that in the Fifth Five Year Plan a provision of Rs. 1,370 lakhs has been proposed for the promotion of sports, games and physical culture while an expenditure of about Rs. 304 lakhs was incurred during the Fourth Five Year Plan period for this purpose.

SHRI K. MALLANNA: May I know whether there have been any specific activities to involve the rural youth and the tribes? If so, what are those specific activities?

SHRI ARVIND NETAM: The Government of India started this rural sports scheme in the year 1970-71. Since 1970-71 this is a continuous process. Through this scheme we have covered specifically rural areas and tribal areas and also local popular sports events. I am to tell the House through this scheme we have involved nearly 7 lakh boys and girls in 1975-76.

SHRI K. MALLANNA: May I know from the hon'ble Minister as to what is the amount of fund allotted to the rural youth to activate the sports?

SHRI ARVIND NETAM: The Fifth Five Year Plan allocation for the rural sports scheme is Rs. 40 lakhs and for the current year it is Rs. 9 lakhs.

श्री विभूति मिश्र : मैं यह जानना चाहता हूँ कि क्या केन्द्रीय सरकार यह सोच रही है कि पटना यूनिवर्सिटी को केन्द्रीय यूनिवर्सिटी बनाकर ईस्टर्न जोन के जितने लड़के हैं, उन को यहाँ बुलाकर खेल कुद की शिक्षा दी जाये और साथ ही साथ एजुकेशन भी दी जाये ? (व्यवधान)

अध्यक्ष महोदय : यह आपका सुझाव है, विचार करेंगे ।

श्री विभूति मिश्र : अध्यक्ष महोदय, मैंने कहा है कि सरकार सोच रही है क्या, सुझाव दूसरा होता है । क्या सरकार इस बारे में सोच रही है ?

अध्यक्ष महोदय : क्या मंत्री महोदय सोच रहे हैं ? शिक्षा, समाज कल्याण तथा संस्कृति मंत्री प्रो० एस० नृपल हसन) : नहीं । अध्यक्ष महोदय : नहीं सोच रहे हैं ।

SHRI DINESH CHANDRA GOSWAMI: I compliment the Education Ministry, particularly our young Minister, Shri Arvind Netam, who has taken a lot of interest, for the steps taken in the matter of sports. One of the drawbacks from which our sportsmen suffer is lack of physical stamina. In that view of the matter, have Government any proposal to make physical training course compulsory in schools so that we can catch'em young? Secondly, experts on football and cricket have commented that the problem of fast bowlers and also footballers can be solved if we take young people from the hilly areas, for example, Nagaland and other areas. Have Government a proposal to get some athletes from those regions and putting them on training as fast bowlers and other potential athletes?

SHRI ARVIND NETAM: As far as physical training and stamina are concerned, we have in our National Institute of Sports people who coach them for these national teams. In November 1974, we had a conference of Sports Ministers of States and

the President of the Sports Council. They have agreed on principle to try to evolve a scheme of physical education not as compulsory but as a part of the curriculum.

As far as football is concerned, I am in touch with the Football Federation of India on how to promote this game especially in the tribal areas. The hon. member referred to Nagaland and other hilly areas. As regards fast bowlers, I am in touch with the Cricket Board of Control President, Mr. Mehra.

MR. SPEAKER: He talked about improving stamina.

SHRI ARVIND NETAM: About stamina, it is very difficult to say. But we are trying to evolve a scheme of physical education in a broad-based manner.

SHRI M. S. SANJEEVI RAO: I am sure the hon. Minister is aware of the horrible situation of our country with a population of 50 crores in regard to sports. I read recently in the press that we are going to send only a very small contingent of sportsmen to the Montreal Olympics. You are well aware that instead of spending more on sportsmen, we spend always on observers, officials or spectators. Will he, therefore, see that more sportsmen are sent to the Montreal Olympics so that they win at least a few gold medals for our country?

SHRI ARVIND NETAM: Taking part in olympics is not going to help this country promote sports in this country. But the Indian Olympic Association has followed some criterion in selection of teams for the Montreal Olympics. It is the 6th position or higher grade in the Munich Olympics of 1972. But we have not received any proposal from the Indian Olympic Association as to what the total contingent will be. When we receive it, we will certainly consider it.

Fish Production

*738 SHRI S. N. SINGH DEO: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) the target of fish production at the end of the Fifth Plan period in comparison to production of fish at the end of the Fourth Plan period, State-wise; and

(b) action being taken to achieve the target State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHEB P. SHINDE: (a) and (b). A statement is laid on the Table of the Sabha. [Placed in Library. See No. LT-10818/76.]

SHRI S. N. SINGH DEO: India with its 5500 km long coastline is very rich in fish population and is equally rich in inland water resources for pisciculture. No doubt an account of the planned programme state-wise for all the states had been given by the hon. Minister in his statement. This is no doubt an encouraging hint for the augmentation of fish production. Certain schemes are already in operation. I want to know the progress made so far in the implementation of the said projects in order to reach the fifth plan targets and in (a) setting up of fish farm agencies in the states and the progress made in the states to educate fishermen in modern methods of fish-catching and to provide loans for the fishing industry and (b) the progress made in setting up trawler development fund.

SHRI ANNASAHEB P. SHINDE: I have given a number of details in the statement which I have laid on the Table of the House. By and large the programmes are going very well, whether it is a small fish farm or a big one. At the moment they have been set up in about eight or nine states. But precise information is not available with me. About the development of inland fisheries and harbours, all details have been given in the statement and if the

hon. Member is interested, I am prepared to furnish him more details.

SHRI S. N. SINGH DEO: As I have already stated, our country is having a long coastline and it is reported that it has abundant fish resources but till now no systematic survey for exploitation of the fish resources have been made except in certain areas of the southwest coast. In order to reach the the Fifth Plan target is there any programme to make a survey....

MR. SPEAKER: Have you read the statement?

SHRI S. N. SINGH DEO: No.

MR. SPEAKER: That is why you are asking these questions, you must first read the statement.

SHRI S. N. SINGH DEO: I want to know whether any survey is going to be made with assistance from the United Nations or World Bank financial assistance.

SHRI ANNASAHEB P. SHINDE: It will not be correct to say that surveys have not been made. Their adequacy, one can question. Further surveys are under consideration.

SHRI SAKTI KUMAR SARKAR: You know how much Bengal is interested in fish. The figure given in the statement is not correct. It is to some extent inflated. May I know whether he can give us the breakup of the fresh water, brackish water and marine water fish as well as the composite culture which he advocated so much. May I know whether the capital expenditure in the budget for pisciculture is equivalent to the expenditure that has been incurred on the salaries of the officers concerned. I also want to know further whether in the Calcutta market prawn is at present selling at Rs. 45-55 a kilo which is beyond the reach of a common man. May I ask the hon. Minister to give some consideration to this problem so that some ban is put on prawns being exported at the cost of our people?

SHRI ANNASAHAB P. SHINDE: Perhaps the breakup which the hon. Member wants is with the state government; it is not readily available with me and if the hon. Member is interested, I will ask the state government to furnish the details to him. Prawns bring us very valuable foreign exchange and they constitute a small part of the total fish landing in our country, about 40,000 tonnes out of 23 lakh tonnes. In the interest of the economy of our country, we should like to permit export of prawns and we can in our country consume other kinds of fish that are available.

श्री कमला निब "नवकर" : इस बयान में कहा गया है बिहार में फिशरीज के विकास के लिये पाँचवीं पंचवर्षीय योजना में 250 लाख रु० की व्यवस्था की गई है। बिहार में दरभंगा और चम्पारन जिलों की रोहू मछली प्रसिद्ध है। मैं जानना चाहता हूँ कि क्या इन बातों की जांच की कोई व्यवस्था की गई है कि मछली के विकास के लिये जो स्कॉम बनाई गई है, वह सही माने में इम्प्लीमेंट हो रही है या नहीं। आम तौर पर देख ज.त. है कि जो ऐसा मछली के विकास के लिये रखा जाता है, वह अधिकारियों के वेतन आदि पर खर्च हो जाता है। इसी लिये मैं यह जानना चाहता हूँ कि क्या यह खर्च सही माने में मछली के विकास पर खर्च होगा, जिससे मछली के उत्पादन में वृद्धि होगी।

SHRI ANNASAHAB P. SHINDE. There is no difficulty about planning the plan outlay. The main difficulty in Bihar is that the loans which are given to fisherman are not on long term basis. So the development activities cannot be taken up. We have advised the Bihar Government to give preference to the Fishermen Co-operatives on long term basis in the matter of giving loans.

Opening of Schools in Delhi

*741. **SHRI PRABODH CHANDRA:** Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) Whether Government propose to open more schools in the Union Territory of Delhi during the current year. and

(b) if so, number of Higher Secondary Schools and Middle Schools to be opened and their break-up according to localities?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) and (b). A statement is laid on the Table of the Sabha.

Statement

Delhi Administration proposes to open during the current year 15 Higher Secondary Schools and 10 Middle Schools. The names and locations of the 13 Higher Secondary Schools and 9 Middle Schools which have been opened with effect from 1-5-1976 are given below:—

Higher Secondary Schools

1. Government Co-Educational Higher Secondary School, J. J. Colony, Tagore Garden.
2. Government Girls Hr. Secondary School, Chand Nagar.
3. Government Girls Hr. Secondary School, C. Block, Janakpuri.
4. Government Co-Edu. Hr. Sec School, Khayala.
5. Government Co-Edu. Hr. Sec. School, Anand Vas, Shakarpur.

6. Government Co-Edu. Hr. Sec. School, Gopal Park.
7. Government Girls Hr. Sec. School, Shankar Nagar.
8. Government Boys Hr. Sec. School, Shankar Nagar.
9. Govt. Co-Edu. Hr. Sec. School, Nand Nagri.
10. Govt. Co-Edu. Hr. Sec. School, Biswas Nagar.
11. Govt. Girls Hr. Sec. School, Shakarpur.
12. Govt. Girls Hr. Sec. School, A Block, Lawerance Road.
13. Govt. Hr. Sec. School (Co-Edu.), Kalyanpuri.

Middle Schools

1. Govt. Middle School (Co-Edu.) Phase I, Ashok Vihar.
2. Govt. Co-Edu. Middle School, Paschimpuri.
3. Govt. Co-Edu. Middle School, Jai Dev Park.
4. Govt. Co-Edu. Middle School, Amal Vas, Nangloi.
5. Govt. Co-Edu. Middle School, Seelampur (J. J. Colony).
6. Govt. Girls Middle School, Bholi Nath Nagar.
7. Govt. Co-Edu. Middle School, New Seemapuri.
8. Govt. Co-Edu. Middle School, Tirlokpuri.
9. Govt. Co. Edu. Middle School, D. D. A. Colony, Phase II, Kalkaji.

The locations of the remaining two Higher Secondary Schools and one Middle School are under consideration of Delhi Administration.

SHRI PRABODH CHANDRA: In the case of opening new schools in the capital whether there is any criterion regarding the distance between one school and another school. What are

the criteria fixed about the location of schools in the rural areas of Delhi?

SHRI D. P. YADAV: Sir, the criteria for opening of new schools are the need of the locality. That should be the first criteria and that is the first criteria. The second criterion is the availability of land and other facilities.

SHRI PRABODH CHANDRA: Is it not the fact that some of the new schools are being opened within a distance of a mile or so and the schools are opened in those areas where schools are already in existence while in some of the rural areas which are a little away from the capital do not have schools at a small distance? They are at a distance of 6 or 7 miles. I am not talking about the middle-schools, I am talking about the Higher Secondary Schools. Why those areas which are more vocal and more influential are having more number of schools?

SHRI D. P. YADAV: I have already mentioned about the criteria for opening new schools. There may be some anomaly somewhere. If the Hon'ble Member brings this fact to our notice, we would look into it. However, the Delhi Administration will try its best to rationalise the distribution of these schools.

SHRI PRABODH CHANDRA: My question is whether new schools are located in certain areas which are already having schools while the rural areas which do not have schools...

MR. SPEAKER: You have to mention specific point so that it can be taken up with the Delhi Administration.

SHRI PRABODH CHANDRA: wanted to know if the Government have any rules that no new schools are to be located in the areas where there are already some schools within a distance of two miles or three miles.

SHRI D. P. YADAV: I would like the Hon'ble Member to give some suggestion in this regard so that we can pass it on to the Delhi Administration.

SHRI PRABODH CHANDRA: I wanted to know from the Government whether they have any rules that no new schools are not to be located in the areas where there are already schools within a distance of two or three miles.

SHRI D. P. YADAV: I have already answered his question that it depends on the needs of the locality.

बिहार के माइन बेकरीज के कारखाने की स्थापना

* 742. श्री रामाबतार शास्त्री : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बिहार के राजी शहर में गत अनेक वर्षों से माइन बेकरीज का कारखाना निर्माणाधीन है।

(ख) यदि हा, तो उसको धारम्भ करने में विलम्ब होने के क्या कारण हैं और सरकार का इसको कब तक धारम्भ करने का विचार है।

(ग) क्या बिहार सरकार ने पटना और मुजफ्फरपुर में माइन बेकरीज के कारखाने स्थापित करने का प्रस्ताव प्रस्तुत किया है ; और

(घ) यदि हा, तो इस संबंध में सरकार की क्या प्रतिक्रिया है ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND

IRRIGATION (SHRI ANNASAHEB P. SHINDE): (a) A unit of Modern Bakeries at Ranchi in Bihar has been under construction for about two years.

(b) There has been some delay in completion of this unit due to delay in receipt of plant and equipments from abroad and completion of civil works. The unit is expected to go into trial production in June, 1976.

(c) The Government of Bihar had proposed to the Company that a unit may be set up at Patna.

(d) The Company had felt that the unit at Ranchi will for the present be able to meet the requirement of bread in Patna and the question of setting up of an additional unit in Patna may be considered later.

श्री रामाबतार शास्त्री : अध्यक्ष महोदय, इस प्रश्न के (ग) खंड को देखा जाए जिनमें कहा गया है कि क्या बिहार सरकार ने पटना और मुजफ्फरपुर में माइन बेकरीज के कारखाने स्थापित करने का प्रस्ताव प्रस्तुत किया था। तो इन्होंने पटना के बारे में तो चिन्तन कर दिया लेकिन मुजफ्फरपुर के बारे में भाइनेट हैं। हमें भानूभ है कि वहां के इंडस्ट्रीज मिनिस्टर ने अभी हाल में बिहार के पार्लियामेंट के मेम्बरो के सामने यह बात रखी कि हम ने सरकार से दोनों जगह माइन बेकरीज के कारखाने खोलने की मांग की है। लेकिन इस में वह नहीं है। तो मंत्री जी ऐसा जवाब क्यों देते हैं ?

इस के अलावा राजी में जो यूनिट खोल रहे हैं उस के लिए मैं मंत्री महोदय को धन्यवाद देता हूँ, जून में राजी यूनिट में उत्पादन का काम शुरू हो जायगा और बिहार के लोगों को माइन बेकरीज की रोटियां मिलनी शुरू होंगी (अवसान) ... मैं यह जानना चाहता

हूँ कि रांची की यूनिट में कितनी रोटियाँ रोख उत्पादित होंगी और रोजाना आप कितनी-कितनी शहरों में कितने लोगों को उसे देने की व्यवस्था करना चाहते हैं। इस का जवाब आ जाय तब मैं पटना के बारे में सवाल करूँगा।

SHRI ANNASAHEB P. SHINDE:
This is a standard plant with a capacity of 40,000 loaves per day. It may be in a position to meet the immediate requirements because the market also takes some time to develop. But whether it is Patna or North Bihar, we have not closed our mind.

जी राधाचतार शास्त्री : फिर वही जवाब नहीं दिया। रांची के नजदीक जमशेदपुर है, धनबाद है और दूसरे शहर हैं। 40 हजार रोजाना पैदा कीजिएगा तो फिर उस से पटना को कैसे दीजिएगा। कैसे यह सम्भव हो सकेगा? 40 हजार रोटियाँ क्या उन इलाकों में ही नहीं बिकेगी। स्वयं रांची शहर बहुत विकसित हो रहा है, वही जरूरत पड़ सकती है। कुछ तो आप ने मार्केट का जरूर अन्दाजा किया होगा, उस का जवाब आप ने दिया नहीं। मैं यही जानना चाहता हूँ कि आप की मार्केट की क्या पोजीशन है। तभी हम समझ सकेंगे कि आप पटना को रोटी सपनाई कर सकते या नहीं? इतना तो आप केवल आइ-वाश कर के छोड़ देना चाहते हैं। नहीं कर सकते हैं तो कहिए कि नहीं करेंगे, कर सकते हैं तो कहिए कि करेंगे।

SHRI ANNASAHEB P. SHINDE:
Originally the decision was to have a medium-sized plant, but after the market survey was made, it was decided to have a larger plant.

SHRI NAWAL KISHORE SINHA SINGH: According to the answer furnished by the minister, it appears

that a unit will be established at Ranchi and then at Patna. These are two areas south of the Ganges. The only unit which can be on the northern side of the Ganges is at Muzaffarpur. May I know whether he will suggest to the Bihar Government that a unit should be set up at Muzaffarpur?

SHRI ANNASAHEB P. SHINDE:
This is a suggestion for action.

SHRI BHAGWAT JHA AZAD:
May I know what is the result of the market survey which has been conducted regarding the requirements of Ranchi and the surrounding complex, by what time the maximum capacity of 40,000 loaves will be reached and how the government propose to carry the bread from Ranchi to Patna? Will it be airlifted?

SHRI ANNASAHEB P. SHINDE:
Our general experience in other cities has been that if we set up plants with large capacity, the capacity remains unutilised. It depends on the market availability of other foodgrains. If rice is available....

SHRI BHAGWAT JHA AZAD: I do not want a long speech. I only want to know what is the result of the market survey, when the maximum production will be reached and how the bread will be carried from Ranchi to Patna.

SHRI ANNASAHEB P. SHINDE:
Originally a medium-sized plant with a capacity of 15,000 to 20,000 loaves per day was to be established. But the market survey indicated that a larger plant with 40,000 loaves capacity can be established and so a larger plant is being established. There is no difficulty in achieving the maximum capacity immediately after the plant goes into production if the market is there.

Closure of Sugar Mills in U.P. due to cane shortage

*743. SHRI K. M. "MADHUKAR": Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether most of the sugar mills in U.P. have been closed due to cane shortage;

(b) if so, reasons for the cane shortage; and

(c) what is the estimated reduction in sugar production due to this closure?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) and (b). Most of the sugar mills in Uttar Pradesh have stopped crushing for the season earlier than expected mainly because of shortage of cane caused by reduction in cane area, fall in average yield of sugarcane per acre attributable to prolonged monsoon, water logging and lack of adequate winter rains, and large diversion of cane to gur and khandsari units.

(c) About 2.65 lakh tonnes less compared to 1974/75 season.

श्री कमला मिश्र 'मधुकर' : अध्यक्ष महोदय, मंत्री महोदय ने अपने जवाब में ही कबूल कर लिया है कि उत्तर प्रदेश में इस साल चीनी मिलों ने चीनी का उत्पादन पहले ही बन्द कर दिया है ऐसी ही हालत बिहार में भी है तो क्या सरकार यह बता सकती है कि यह किन कारणों से उन्होंने कहा है कि गन्ने की पैदावार का एरिया कम कर दिया है? तमाम गन्ना उत्पादकों ने आप से मांग की कि गन्ने का दाम बढ़ाया जाय और यह दाम आप ने नहीं बढ़ाया जिससे किसानों में इन्फ्लेम नहीं पैदा हुआ और उस कारण गन्ने के उत्पादन में कमी आई है। तो सरकार कौन से उपाय करने जा रही है जिस से गन्ने के उत्पादन का क्षेत्र भी बढ़े और उसकी मात्रा भी भी एकड़ बढ़े ?

श्री शाहनवाज खां : यह स्टेट गवर्नमेंट की जिम्मेदारी है कि कच्चे के उत्पादन को बढ़ाए और जो रिसर्च हो रही है उस रिसर्च को किसानों तक पहुंचाए। ये स्कीम स्टेट गवर्नमेंट और सेक्टर सेक्टर में जारी हैं।

श्री कमला मिश्र 'मधुकर' : क्या मंत्री महोदय बता सकते हैं कि पिछले साल बिहार में चीनी का उत्पादन कितना हुआ था और इस साल जब कि चीनी मिलें पहले ही बन्द हो रही हैं कितना उत्पादन होने जा रहा है ?

श्री शाहनवाज खां : सवाल तो आपने यू पी का किया है और बात कर रहे हैं बिहार की।

श्री कमला मिश्र 'मधुकर' : यू पी का ही बता दीजिए।

श्री शाहनवाज खां : अब की बार हम उम्मीद करते हैं कि उत्तर प्रदेश में चीनी की कुल पैदावार 11.6 लाख टन होगी और पिछले साल यह करीबन 14 लाख टन से थोड़ी ज्यादा थी।

SHRI BISHWANATH ROY: Whether the Government has any idea about the reasons for diversion of sugarcane from sugar factories towards khandsari?

SHRI SHAHNAWAZ KHAN: The main reason is that the sugarcane crushers paid higher price than the sugar mills.

Improvement in indigenous varieties of Rice

*745. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether research conducted at Central Rice Research Laboratory in Orissa has proved that indigenous varieties of rice which have withstood all calamities and nature's wrath for centuries, are far more suitable than imported varieties; and

(b) if so, efforts being made to improve the traditional varieties of rice?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) and (b). A statement is placed on the Table of the Sabha.

Statement

Rice is grown under diverse conditions and in different seasons. While the new dwarf varieties have fared better than the traditional ones during rabi and summer seasons and in areas having well drained soils as in Punjab and Haryana, the indigenous tall varieties which are seasons bound have proved to be better than the new dwarfs during the south west monsoon season and in soils having water management problems. However, some of the new varieties like Jaganath and Pankaj have fared well in the eastern coastal regions during the south west monsoon season.

Improvement of traditional varieties was discussed in detail at the recent Workshop meeting of the All India Coordinated Rice Improvement Project. The traditional varieties are used in breeding programmes under the All India Coordinated Rice Improvement Project as a base for further improvement.

श्री नीतिराज सिंह चौधरी : इस स्टेटमेंट को पढ़ने के बाद मैं शासन से जानना चाहूँगा क्या शासन का ध्यान डॉ॰ गणेशलाल रिछारिया, जो कुछ समय पहले तक कटक रिसर्च इंस्टीट्यूट के चार्ज में थे, के ध्यान के ऊपर गया है जिसमें उन्होंने कहा कि छत्तीसगढ़ में ऐसी बहुत सी धान की किस्में हैं जिसमें, बाहर से आये हुए धानों के मुकाबले ज्यादा उत्पादन होता है और उसमें इतने वर्षों तक इस देश में रहने के बाद गुण भी आ गए हैं और बाहर से आये हुए धान अपने साथ बुराईयाँ और बीमारियाँ लाते हैं वह बीमारियाँ

भी इसमें नहीं हैं। यदि इस ओर ध्यान गया है तो शासन इस संबंध में क्या कर रहा है ?

श्री शाहनवाज खां : यह सही है हमारे देश में भी ऐसी बहुत सी किस्में धान की हैं जो बहुत अच्छी पैदावार देती हैं। जो खास खास हालात हैं डीप वाटर्स के, जहाँ पर इंटेंसिव रेनफॉल हो वहाँ पर जो नयी वेरायटीज हैं उनके मुकाबले वह अच्छी पैदावार देती हैं। हम उनका जम्स प्लाज्म जमा कर रहे हैं और हमारे जो रिसर्च साइंटिस्ट्स हैं वे हाईब्रिड-इंजेक्शन का काम, क्रॉस ब्रिडिंग के काम में उसका इस्तेमाल कर रहे हैं।

अध्यक्ष महोदय : छत्तीसगढ़ में भी ?

श्री शाहनवाज खां : छत्तीसगढ़ में भी, रांची में भी और असम में भी।

WRITTEN ANSWER TO QUESTION

Decision to increase prices of Agricultural Produce

*731. SHRI C. K. CHANDRAPPA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government have decided to increase the prices of agricultural produce which is at present falling gradually;

(b) if so, broad outlines thereof;

(c) whether Government have assured the organisers of Agriculture Congress that the prices of foodgrains would be raised; and

(d) how far this would help the small farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): (a) and (b). A Statement is laid on the table of the House.

(c) No, Sir.

(d) Does not arise.

Statement

It has been the Government's policy to assure remunerative prices for agricultural produce. For this purpose, procurement prices are fixed for major foodgrains and minimum support prices are fixed for cotton and jute. For sugarcane, minimum prices payable by sugar factories are announced. Despite the fall in market prices of agricultural produce during the last one year or so, procurement prices for rice, wheat, jowar, bajra, maize and ragi have been maintained at the last year's level. In addition, support prices have been fixed for barley and gram for the 1976-77 marketing season. Minimum support prices for cotton and jute have been increased. Minimum prices payable by sugar factories for sugarcane have also been maintained at the previous years level.

Farmers Training Programme

*740. SHRI CHIRANJIB JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) names of districts in Bihar selected under the Centrally Sponsored Farmer's Training Programme during the Fifth Five Year Plan period;

(b) expenditure incurred by Government on this programme; and

(c) district-wise number of farmers benefited by this training programme?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): (a) In addition to the six Farmers Training Centres established in Bihar during the IVth Plan, one Farmers Training Centre has been allotted for establishment during Vth Plan. The new district is to be selected by the State Govt. and intimation in this regard is awaited.

(b) A total amount of Rs. 33,41,077 have been released to the Govt. of

Bihar since the inception of the programme.

(c)

Name of District	No. of farmers benefited
Shahabad	43,989
Samastipur	20,171
Purnea	18,343
Ranchi	12,416
Champaran	6,632
Santhal Parganas	8,996
Total	1,10,547

Rise in Prices of Pulses and Barley

*744. SHRIMATI ROZA DESHPANDE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether the prices of pulses and barley have gone up recently; and

(b) if so, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): (a) The wholesale price index of moong and urad has gone up recently, but for the pulses as a group, it has fallen. The price index for barley showed a continuous fall till 3rd April 1976; but picked up in the following weeks.

(b) Rise in the prices of moong and urad is seasonal; while prices of barley have picked up after announcement of the support price by Government.

Madras Urban Development Project

*746. SHRI M. KATHAMUTHU: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the Committee appointed by the Union Government on the Madras Urban Development Project has submitted its report;

(b) if so, the facts thereof; and

(c) if not, by what time it is expected?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K RAGHURAMAIAH) (a) The Committee appointed to assess the urban development needs of the Madras Metropolitan Region has not yet submitted its report

(b) Does not arise

(c) The report is expected shortly

Public Schools/English Medium Schools in Delhi run by Missionaries

*747 SHRI R N BARMAN Will the Minister of EDUCATION SOCIAL WELFARE AND CULTURE be pleased to state

(a) whether there are many Public Schools or English medium schools run by Missionaries in Delhi who are charging high fees even when all of their staff is not properly trained and they have been allotted land at a very concessional rate by the Delhi Administration; and

(b) if so, whether Government propose to rationalise the fee structure and if so, when this will be done?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D P YADAV) (a) and (b) There are three schools in Delhi which are members of the Indian Public Schools Conference and 21 Higher Secondary and Middle Schools with English medium run by missionary organisations. All these are unaided recognised schools. Under the Delhi School Education Act, the fees payable by pupils in aided schools are fixed, whereas in the case of unaided recognised schools the Manager of such schools shall, before the commencement of each academic session file with the Director a full statement of fees to be levied by such schools

during the ensuing academic session, and except with the prior approval of the Director, no such school shall charge during that academic session, any fee in excess of the fee specified by its manager in the said statement.

The Delhi School Education Act provides for regulating the minimum qualifications for recruitment of employees in respect of both recognised private schools as well as unaided minority schools. Whenever Delhi Administration come across cases of teachers who do not fulfil the prescribed minimum qualifications, appropriate action is taken by them in this regard.

The allotment of land to unaided schools is made at concessional rate since they also serve the same purpose as the other aided schools.

Central assistance to Tamilnadu for Development of Fishery

*748 SHRI P GANGA REDDY Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state

(a) whether Tamilnadu Government have sought financial assistance for fishery development, and

(b) if so, decision of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHIB P SHINDE) (a) and (b) Out of a total provision of Rs 90.91 crores for all States/UTs for development of fisheries in Fifth Five Year Plan the highest outlay of Rs 18.80 crores was earmarked for Tamilnadu. Outlays of Rs 150 lakhs, Rs 170 lakhs and Rs. 262 lakhs have been approved for 1974-75, 1975-76 and 1976-77 for fisheries development in Tamilnadu. It may be recalled that the request of Tamilnadu for an outlay of Rs 262 lakhs for 1976-77 was accepted in full. In addition to the assistance under State Plan schemes, Tamilnadu has

been receiving assistance for fisheries development under both Central and Centrally-sponsored schemes. Under the Central sector scheme for establishment of Fish Farmers Development Agencies, one Agency has been approved for establishment in Tanjavur district and already a sum of Rs. 4.5 lakhs has been released.

The State has also received equipment totalling Rs. 2.74 lakhs during 1973-74 from the Norwegian Aid.

The major Central assistance has, however, been in the field of fishing harbours. A deep sea fishing harbour at Madras was sanctioned at an estimated cost of Rs. 668 lakhs in August, 1973. Central assistance has been given to the extent of Rs. 38 lakhs in 1973-74, Rs. 140 lakhs in 1974-75 and Rs. 85 lakhs in 1975-76 depending upon the anticipated expenditure during these years.

In addition, the Centre has approved outlays for the construction of medium fishing harbours at Tuticorin (Rs. 210 lakhs), Mallapatnam (Rs. 10.6 lakhs) and Kodaikarai (Rs. 14.40 lakhs). The harbour at Tuticorin has already been completed while construction is starting at both Mallapatnam & Kodaikarai.

Central Aid for Fishing Harbours in Maharashtra

*749. **SHRISHANKERRAO SAVANT:** Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) names of major and minor fishing ports in Maharashtra for which help is being given by the Centre; and

(b) extent of the help given in each case?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHIDE): (a) and (b). The proposal

for major fishing port at Sassoon Dock is under consideration. The full pre-investment survey reports are awaited for two other major ports, Ratnagiri and Agardanda.

The following minor ports have been sanctioned.

	Rs.
1. Karanja . . .	11.46 lakhs
2. Datiwara . . .	3.04 lakhs
3. Uttam . . .	4.63 lakhs
4. Thal . . .	2.20 lakhs
5. Mulgaon Koliwada	1.87 lakhs.

Illiteracy Among Women

*750. **SHRI S. M. BANERJEE:** Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether illiteracy among women is highest in Bihar, U.P., Madhya Pradesh and Rajasthan;

(b) if so, percentage thereof during the period 1972 to 1975; and

(c) what special steps Government have taken to combat it?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) According to the provisional figures available from 1971 Census, the percentages of illiteracy among women in the four States and for the whole country are as follows:

States	Age-Groups		
	15-24	25-34	35+
Rajasthan . . .	85.5	92.1	96.1
Bihar . . .	85.1	91.1	95.6
U.P. . .	81.8	90.6	95.0
Madhya Pradesh . .	78.8	89.3	94.7
All India . . .	67.5	81.3	89.6

(b) Information for the period 1972 to 1975 is not available as literacy figures are collected only at the time of each decennial Census.

(c) Special measures are being taken to promote education among illiterate women both under formal and non-formal programmes at different levels. These include incentives in the form of scholarships, freeships, books and uniform grants, hostels, mid-day meals, functional literacy programmes, non-formal education programmes for the age-group 15--25 etc. Special efforts have also been planned to increase the enrolment of girls in the age-group 6--11 and 11--14.

These measures together with efforts of the State Governments and several voluntary agencies in the field of adult education would, it is hoped, reduce the extent of illiteracy among the women in the country.

Representation by Scheduled Caste Students of Government Adult Higher Secondary School, Badarpur, Delhi

3599. SHRI AMBESH: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to refer to the reply given to Unstarred Question No. 7872 on the 28th April, 1975 regarding representation by Scheduled Caste students of Government Adult Higher Secondary School, Badarpur, Delhi and state:

(a) whether the enquiry has since been completed;

(b) if so, salient features of the inquiry; and

(c) action taken on this report?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) No, Sir.

(b) and (c). Do not arise.

डालडा फैक्टरी, मम्सी. उज्जैन (मध्य प्रदेश) में प्रोटीनयुक्त खाद्य पदार्थों का उत्पादन

3600. श्री हुकम चन्द कछवाय : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार द्वारा डालडा फैक्टरी, मम्सी रोड, उज्जैन (मध्य प्रदेश) में प्रोटीनयुक्त खाद्य तथा पेय पदार्थों का उत्पादन किया जा रहा है और यदि हां, तो 1972-73, 1973-74 और 1974-75 में हुए उत्पादन का ब्यौरा क्या है ; और

(ख) उक्त फैक्टरी में अन्य किन चीजों का उत्पादन किया जा रहा है, इस समय उनका कितना स्टॉक उपलब्ध है और उक्त वर्षों में वर्ष-वार फैक्टरी को कितना लाभ अथवा हानि हुई ?

कृषि और सिंचाई मंत्रालय में राज्य मंत्री (श्री अण्णासाहेब पी० शिन्दे): (क) और (ख): भारतीय खाद्य निगम ने विलायक निस्सारित खाने योग्य मूंगफली का आटा तैयार करने के लिये उज्जैन में एक विलायक निस्सारण संयंत्र स्थापित किया है । यह पदार्थ प्रोटीन का बढ़िया साधन है । 1972-73, 1973-74, और 1974-75 के दौरान संयंत्र में उत्पादित विभिन्न पदार्थों और उनकी मात्रा तथा प्रत्येक पदार्थ के बारे

में 31 मार्च, 1976 को इतिशेष स्टॉक का व्यौरा नीचे दिया जाता है :—

पदार्थ की किस्म	उत्पादित मात्रा (मी०टन०)			31-3-76 को इतिशेष स्टॉक
	1972-73	1973-74	1974-75	
(1) विलायक निस्सारित खाने योग्य मूंगफली का आटा	शून्य	113	669	761
(2) मूंगफली एक्सट्रक्शन	3224	4521	3542	18
(3) राइस ब्रान एक्सट्रक्शन	717	1288	841	1
(4) मूंगफली एक्सपेलर आयल	1648	1386	3380	581
(5) मूंगफली विलायक निस्सारित तेल ।	287	335	390	98
(6) राइस ब्रान विलायक निस्सारित तेल	121	207	140	84

इन तीन वर्षों में निगम द्वारा कमाया गया लाभ इस प्रकार है :—

	राशि (लाख रुपयों में)
1972-73	70.99
1973-74	81.65
1974-75	261.11

निगम द्वारा कमाया गया लाभ अलग नहीं किया जाता है और विधायन यूनिटों के लिए अलग अलग दिखाया जाता है ।

भूमिहीन औद्योगिक मजदूरों और अन्य भूमिहीन व्यक्तियों के लिए आवासीय सुविधाएँ

सुविधाएँ उपलब्ध कराने की सरकार ने नई योजना बनाई है या लक्ष्य निर्धारित किया है ; और

3601. डा० लक्ष्मीनारायण पांडेय : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(ख) यदि हाँ, तो इस बारे में की गई कार्यवाही का व्यौरा क्या है ?

(क) क्या भूमिहीन कृषि मजदूरों के लिए आवासीय व्यवस्था उपलब्ध कराने की योजना की तरह औद्योगिक मजदूरों तथा अन्य आवासहीन व्यक्तियों को भी आवास

निर्माण और आवास तथा संसदीय कार्य मंत्री(श्री के० रघुरामैया) : (क) और (ख) : जहाँ तक ग्रामीण क्षेत्रों में भूमिहीन कृषि श्रमिकों के अलावा भूमिहीन लोगों का संबंध है, यह योजना जो आरम्भ

में भूमिहीन कृषि मजदूरों को आवास स्वतः आबंटन करने के लिये बनाई गई बी भवन कुम्हार, बड़ई, लोहार तथा मछोरे आदि जैसे वास्तविक ग्रामीण शिल्पकारों को भी इस योजना के अन्तर्गत लिया गया है ।

भूमि हीन औद्योगिक मजदूरों के लिये कोई पृथक योजना नहीं बनाई गई है और न ही भूमिहीन औद्योगिक मजदूरों को आवास सुविधाएं देने के लिये कोई लक्ष्य ही निर्धारित किया गया है । तथापि, योजना के राज्य क्षेत्र में एक स्कीम है जिसे औद्योगिक कर्मचारियों और समाज के आर्थिक दृष्टि से कमजोर वर्गों के लिये एकीकृत सहायता प्राप्त आवास योजना कहते हैं । इस योजना के अन्तर्गत, सहायता प्राप्त किराये के मकानों का निर्माण निम्न आय वाले औद्योगिक कर्मचारियों तथा समाज के आर्थिक दृष्टि से कमजोर उन अन्य वर्गों के लिये किया जाता है जिनकी मासिक आय 500 रुपये से अधिक नहीं है । लेकिन वह केवल उन वर्गों की आवश्यकताओं की पूर्ति के बाद ही दिया जायेगा जिनकी मासिक आय 350 रुपये तक है और जिनके किराये में भी मकान के निर्माण की अनुमोदित लागत के 50 प्रतिशत तक आर्थिक सहायता दी गई है । लेकिन उन व्यक्तियों के आबंटन के मामले में जिनकी मासिक आय 351 रुपये से 500 रुपये के भीतर है, मकान हेतु प्राप्त सहायता पर 50 प्र. श. व्याज प्रभारों के बराबर अतिरिक्त प्रभार, सहायता प्राप्त किराये के अलावा प्राबंटियों से वसूल किया जाता है ।

Disbursement of Loan for Removal of Rural Debt

3602. SHRI SAMAR GUHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) figures upto April, 1976, regarding disbursement of loans for removal of rural debt according to the policy announced by the Government since Emergency; and

(b) facts about the proposals made for extending such loans for the year 1976-77?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAH-NAWAZ KHAN): (a) and (b). The State Governments have been requested to make the required assessment regarding requirement of credit and to furnish information regarding loans given in 1974-75 and the target fixed for 1975-76 for provision of loans to small and marginal farmers, agricultural labourers and rural artisans. Committee appointed by Government of India under the chairmanship of Shri B. Sivaraman has gone into the question of consumption credit requirement of these categories of people. The Committee has since submitted its Report to the Department of Banking which is being examined.

Banana Production

3603. SHRI VASANT SATHE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) estimated banana production in the country over the past three years, State-wise; and

(b) steps taken/proposed to augment its production?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL):

State	Production (in '000 tonnes)		
	1971-72	1972-73	1973-74
1	2	3	4
Andhra Pradesh	169.7	113.9	149.7
Assam	242.7	255.8	268.6
Bihar	39.0	35.8	43.6
Gujarat	353.4	252.4	252.4
Karnataka	143.2	101.8	91.7
Kerala	362.3	357.9	353.6
Madhya Pradesh	35.2	52.9	25.3
Maharashtra	795.6	603.1	714.0
Meghalaya	30.4	32.9	36.1
Orissa	107.6	107.6	110.0
Tamil Nadu	1062.6	1051.9	1058.6
Tripura	17.8	17.5	17.5
Uttar Pradesh	9.4	9.7	7.6
Andaman & Nicobar Islands	2.7	2.0	2.4
Mizoram	2.5	4.5	11.3
Total All India	3374.1	2999.7	3142.4

(b) (i) For augmenting the production of exportable varieties of Banana the Government of India are implementing a Centrally Sponsored Package programme on Banana in the States of Maharashtra, Gujarat, Karnataka, Andhra Pradesh, West Bengal, Orissa, Kerala, Tamil Nadu, Goa and Madhya Pradesh.

(ii) The State Governments are also implementing development programmes for stepping up the production of Banana in the State Sector of the Plan.

नर्मदा न्यायाधिकरण को प्रस्तुत
संलग्न

3604. श्री मारुण्ड सिंह : क्या
श्री श्रीरामबाई मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या नर्मदा न्यायाधिकरण ने हाल
ही में मध्य प्रदेश के पूर्वी भाग का
भी दौरा किया था ;

(ख) क्या नर्मदा पर 'बारगी' परियोजना
सेरीवा संभाग के तीन जिलों को

पानी देने के लिए जल प्रतिनिधियों ने न्यायाधिकरण के समक्ष एक मांग पत्र भी प्रस्तुत किया था, और

(ग) यदि हा, तो उन पर सरकार की क्या प्रतिक्रिया है ?

कृषि और सिंचाई मंत्रालय में उप-मंत्री (श्री केदार नाथ सिंह) : (क) नर्मदा जल-विवाद न्यायाधिकरण ने अक्टूबर-नवम्बर, 1975 में मध्य प्रदेश के अपने दोरे के दौरान रीवा के निकट क्षेत्रों का दौरा किया था।

(ख) जी हा ।

(ग) यह मध्य प्रदेश सरकार के ऊपर है जो इस विवाद में एक पार्टी है, कि वह अपने मामले को न्यायाधिकरण के सम्मुख प्रस्तुत करे जो इस मामले के सभी पहलुओं पर तथा इस विवाद में पार्टियों के विभिन्न तर्कों और अनुरोधों पर विचार करने के पश्चात् अपना निर्णय देगा।

जूट का उत्पादन

3605 श्री भागीरथ भवर : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि

(क) क्या इस समय जूट की पैदावार एक सीमित क्षेत्र में होती है और क्या उसका उत्पादन बढ़ाने की योजना बनाई जा रही है,

(ख) जूट के उत्पादन को बढ़ाने के लिए किन-किन क्षेत्रों को चुना गया है, और

(ग) इस समय देश के के किन हिस्सों में जूट का अच्छा उत्पादन होता है ?

कृषि और सिंचाई मंत्रालय में उप-मंत्री (श्री प्रभुवास पटेल) : (क) और (ख) 1975-76 के दौरान जूट उत्पादन के अर्न्तगत

5.87 लाख हेक्टर क्षेत्र था। इसका उत्पादन बढ़ाने के उद्देश्य से 1972-73 से सचन जूट जिला कार्यक्रम की वेत्र द्वारा प्रायोजित एक योजना क्रियान्वित की जा रही है। यह योजना पश्चिम बंगाल में नादिया, मुर्शिदाबाद और कूच बिहार, बिहार में पूर्णिया तथा कटिहार, असम में नवगाव और गोलपाड़ा, उड़ीसा में कटक, उत्तर प्रदेश में लखीमपुर खेरी, सीतापुर और बहराइच तथा आंध्र प्रदेश में श्रीकाकुलम और विशाखापटनम (बेल मेस्ता उत्पादन के लिए) के चुने हुए जिलों में क्रियान्वित की जा रही है।

(ग) जूट का उत्पादन करने वाले मुख्य जिले पश्चिम बंगाल में मुर्शिदाबाद, नादिया, कूच बिहार, 24 परगना और हुगली बिहार में पूर्णिया, असम में नवगाव, गोलपाड़ा और कामरूप तथा उड़ीसा में कटक है, जहाँ भारत में कच्चे जूट व उत्पादन का 70 प्रतिशत जूट पैदा होता है।

मध्य प्रदेश को आवास योजनाओं के लिए धनराशि का नियतन

3606 श्री गंगाधर दीक्षित क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश को आवास योजनाओं के लिए वर्ष 1974-75 और 1975-76 के दौरान पृथक्-पृथक् कुल कितनी धनराशि का नियतन किया गया था,

(ख) क्या ग्रामीण और नगरीय आवास योजनाओं के लिए पृथक्-पृथक् धनराशि नियत की गई थी, और

(ग) यदि हा, तो कितनी-कितनी धनराशि नियत की गई थी ?

**निर्माण और आवास तथा संरक्षणीय कार्य
श्री (श्री के. रघुवर्मन) :**

(क) मध्य प्रदेश में आवास के लिए वर्ष 1974-75 तथा 1975-76 के लिए क्रमशः 253 लाख रुपये तथा 312 लाख रुपये का योजना परिव्यय था। इन परिव्ययों में न्यूनतम आवश्यकता कार्यक्रम के अन्तर्गत ग्रामीण क्षेत्रों में भूमिहीन मजदूरों को आवास देने के लिए 1974-75 के लिए 50 लाख रुपये और 1975-76 के लिए 45 लाख रुपये शामिल हैं।

(ख) जी, नहीं।

(ग) प्रश्न ही नहीं उठता।

House Building Loans

3607. SHRI MOHINDER SINGH GILL: Will the Minister of WORKS AND HOUSING be pleased to state whether house building loans are also being granted according to enhanced limits to low and middle income people?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT): House building advance equal to 75 months' pay of the Central Government servant concerned or Rs. 70,000 whichever is less, subject to their repaying capacity, is admissible to all Central Government servants including low paid and those in middle income group.

Water Supply to Delhi Zoo

3608. SARDAR SWARAN SINGH SOKHI: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Delhi zoo failed to get its daily need of 10,000 gallons of water for the fifteenth day, till 17th April, 1976;

(b) whether over 2 km. of moat, in the 240 acre zoo, has dried up;

(c) if so, immediate steps Government propose to take in this regard to save the animals who mostly live on water; and

(d) whether the zoo is likely to be closed for some time for visitors?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) Due to repairs of unfiltered water line near Irwin Hospital, the supply of unfiltered water was suspended from 2-4-1976 to 15-4-1976 to the Delhi Zoological Park. As a result, the unfiltered water in the moats or channels which form a barrier in all the animals enclosures at Delhi Zoological Park began drying up and it was feared that due to fall in the water level in moats, the animals might come out. However, the Zoo also has a tubewell which forms an alternative source of water in the moats. This saved the situation and no untoward incident occurred in the Zoo. The unfiltered water supply was resumed in about 15 days. There was, however, no interruption in the supply of filtered water to the Zoo. The situation is normal now.

(b) No. Although the unfiltered water level in the moats had fallen considerably, no moat had completely dried up.

(c) Not necessary since the situation has normalised.

(d) No. The situation is normal now.

Delhi School Teachers Cooperation House Building Society Ltd., Delhi

3609. SHRI GAJADHAR MAJHI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether some of the officers of the present Managing Committee of Delhi School Teachers Cooperative House Building Society Ltd., Delhi are those against whom charges of criminal

nal misappropriation and criminal embezzlement of lakhs of rupees of the society or bungling into the affairs of the society have been levelled;

(b) whether one of the Chief Executives of the Society had advanced some years back a sum of Rs. 4 lakhs to the contractor of the society for development works which were never taken up by the contractor; and

(c) whether Registrar of Co-operatives is considering to take steps to remove such an office bearer/office bearers from the Society and initiate prosecution against him/them?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHURAMIAH): (a) No, Sir.

(b) Question does not arise

(c) Question does not arise.

Damage to Crop in Haryana and U.P.

3610. SHRI S. R. DAMANI: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) estimated damage to food crops on account of recent untimely rains and hailstorms in some parts of Haryana and U. P.; and

(b) how it is going to affect procurement in these States?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) According to the information received from the Government of Haryana, the estimated damage to crops due to hailstorm in Kurukshetra, Karnal and Ambala Districts is Rs. 5.14 crores. There has been no loss due to untimely rains. Information from the Government of Uttar Pradesh has not been received so far. It will be laid on the Table of the Sabha as soon as it is received.

(b) The procurement of rabi grains in these States is not likely to be affected to any significant extent.

दिल्ली विकास प्राधिकरण द्वारा ठेकेदारों के अधिक धनराशि का भुगतान किया जाना

3611. कुमारी कमला कुमारी : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली विकास प्राधिकरण ने अपनी विकास परियोजनाओं के ठेकेदारों को निर्धारित राशि से अधिक धनराशि का भुगतान किया है ;

(ख) यदि हाँ, तो ऐसे ठेकेदारों के नाम क्या हैं और उनको अधिक धनराशि कितनी-कितनी व कब-कब दी गई है ,

(ग) अधिक धनराशि दिये जाने के लिये कौन-कौन से व्यक्ति जिम्मेदार है ; और

(घ) विभाग ने हम अधिक दी गई राशि की वसूली के लिए क्या कार्यवाही की है तथा संबंधित कर्मचारियों के विरुद्ध क्या कार्यवाही की गई है ?

निर्माण और आवास तथा सं.दीय कार्य मंत्री (श्री के. रघुमहोपाध्याय) (क) अभी तक यह साबित नहीं हुआ है कि दिल्ली विकास प्राधिकरण द्वारा ठेकेदारों को कोई अधिक भुगतान किया गया है ।

(ख) से (घ) : प्रश्न ही नहीं उठता ।

जंगली जानवरों के कारण फसल का क्षति

3612 श्री शंकर बहाल सिंह . क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सभी प्रखंड के जंगली जानवरों को मारने तथा नियंत्रण करने पर पूर्ण प्रतिबंध लगा दिया गया है ।

(ख) यदि हाँ, तो क्या सरकार को इस बात की जानकारी है कि जंगली मुहरों द्वारा भारी मात्रा में फसलों का नुकसान किया जाता है जिन्हें मारना फसलों की सुरक्षा के हित में है, और

(ग) क्या सरकार का विचार तैम जानवरों को मारने पर लगे प्रतिबन्ध को हटाने का है जिनसे फसलों को नुकसान होता है ?

कृषि और सिंचाई मंत्रालय में उप मंत्री (श्री प्रभुदास पटेल): (क): जी नहीं। सम्बन्धित राज्य के मुख्य वन्य प्राणि वार्डन या राज्य सरकार द्वारा विधिवत् प्रधिकृत किसी अन्य अधिकारी से लाइसेंस लेकर कुछ किस्म के जानवरों का शिकार करने की अनुमति है।

(ख) जंगली मुहरों द्वारा फसलों को क्षति पहुँचाने की कोई घटना सरकार की सूचना में नहीं आई है। जं ली मुहरों की संख्या इनकी कम हो गई है कि इन्हें मारना देश के वन्य-प्राणियों के हित में नहीं होगा।

(ग) प्रश्न ही नहीं उठता।

Harnessing of the Himalayan Rivers

3613. SHRI BHOGENDRA JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to refer to the reply given to Starred Question No. 90 on the 12th January, 1976 regarding taming of Himalayan rivers through Multipurpose projects and state the latest position with regard to the talks with the Government of Nepal in connection with the harnessing of the Himalayan rivers?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): The High Level Team from the Government of India visited Nepal in March, 1976 and held discus-

sions to work out a programme for conducting joint investigations of the Pancheshwar Dam on Sarda river (also known as Mahakali river), Karnali Project on Ghaghra river (known as Karnali river in Nepal) and storage dam on Rapti, which would be of mutual benefit to both the countries.

Taking over of Dr. Shrikishan Singh Science Museum

3614. SHRI NAWAL KISHORE SINHA: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to refer to the reply given to Unstarred Question No. 2563 on 26th April, 1976 regarding Science Museum and state:—

(a) whether Government propose to take over Dr. Shrikishan Singh Science Museum, Patna, in Bihar; and

(b) if so, when?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) and (b). Negotiations are in progress with the Sri Krishna Gyan Mandir of Patna for the establishment of a science museum there. The Ministry of Education and CSIR are in touch with the Trustees of the Krishna Gyan Mandir.

Central Assistance for construction of Houses for Low Income Group in Orissa

3615. SHRI D. K. PANDA: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) how much assistance Government have given to Orissa Government for constructing houses for people in low income group during last three years;

(b) how many house-sites in Orissa were distributed to the people as the part of 20-Point Economic Programme;

(c) have Central Government taken any steps to expedite the implementation of this particular aspect of the programme; and

(d) how many houses have been constructed for Scheduled Castes and Scheduled Tribes in the State of Orissa since 1973 to 1975?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHURAMAIAH): (a) The Low Income Group Housing Scheme forms part of the State Sector programmes. From the beginning of the Fourth Five Year Plan, i.e., 1st April, 1969, Central assistance for all State Sector programmes (including Housing) is given to the State Governments in the shape of "block loans" and "block grants". This block Central assistance is not related to any individual scheme, project or head of development. The State Governments are free to determine the programmes to be implemented, and the funds to be allocated for different State Sector Schemes according to the requirements and priorities to be determined by them.

(b) The Government of Orissa have distributed 15,652 house-sites to landless workers in rural areas upto 31st March, 1976.

(c) The scheme for provision of house-sites to landless workers in rural areas which is one of the items in the 20-Point Economic Programme was discussed in the Chief Ministers' Conference held at Delhi on the 5th and the 6th March, 1976. All the Chief Ministers were requested to give high priority to the implementation of the scheme.

(d) No separate scheme for construction of houses for Scheduled Castes/Scheduled Tribes has been introduced by this Ministry. However, persons belonging to the Scheduled Castes/Scheduled Tribes can derive benefits under the existing Social Housing Schemes introduced by the Ministry of Works and Housing, which

are intended for all the members of the public irrespective of Caste, Creed or Community.

Scarcity Areas in Rajasthan

3616. SHRI RAM BHAGAT PASWAN: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether some areas in the State of Rajasthan have recently been declared scarcity areas; and

(b) if so, names thereof and measures proposed to improve conditions in these areas?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) and (b). The information has been called for from the State Government and it will be laid on the Table of the Sabha as soon as it is received.

Annual Budget for Housing Schemes for lower and middle income groups, SC/ST

3617. DR. RANEN SEN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether Central Government have any annual budget for housing schemes for people belonging to lower income group, Scheduled Castes and Scheduled Tribes and middle-income group;

(b) if so, amounts spent on these Schemes since 1973-74 to 1975-76; and

(c) number of houses constructed under the above mentioned schemes during the same period in West Bengal, Bihar and Assam?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY

AFFAIRS (SHRI K. RAGHURAJAIAH): (a) and (b). There is only one Housing Scheme in the Central Sector viz. Subsidised Housing Scheme for Plantation Workers for which provision is made in the Central Budget. The Scheme is implemented by the concerned State Governments. The following amounts were released to them during the last three years.

Year	Amount released (Rs. in lakhs)
1973-74	50.30
1974-75	80.00
1975-76	80.00

All other social housing schemes introduced by the Ministry of Works and Housing are in the State Sector. Central financial assistance for all State sector programmes, including Housing, is released by the Ministry of Finance to the State Governments

in the shape of 'block loans' and 'block grants'. The State Governments are free to earmark funds for various State sector Schemes, including Housing according to their requirements and priorities to be determined by them.

(c) Based on the progress reports received from the State Governments, a statement showing the number of houses built in Assam, Bihar and West Bengal under the Low Income Group Housing Scheme, Middle Income Group Housing Scheme and the Subsidised Housing Scheme for Plantation Workers is attached. There is no separate Housing Scheme for Scheduled Castes and Scheduled Tribes.

Statement

Statement showing the number of houses built during the period 1973-74 to 1975-76 under the Low Income Group Housing Scheme, Middle Income Group Housing Scheme and Subsidised Housing Scheme for Plantation Workers.

Sl. No.	Name of State	Number of houses built under Low Income Group Housing Scheme	Middle Income Group Housing Scheme	Subsidised Housing Scheme for Plantation Workers.	Remarks
1	2	3	4	5	6
1	Assam	24	15	2397	164 houses have been built for Scheduled Castes and Scheduled Tribes.
2	Bihar	1134	242	Not implemented the Scheme.	15% of the house constructed under different social housing schemes are reserved for Scheduled Castes and Scheduled Tribes.
3	West Bengal	1077	320	1047	5% of the house constructed under different social housing schemes are reserved for Scheduled Castes and Scheduled Tribes.
..					

Fish Farmers Development Agency

3618. **SHRI SAKTI KUMAR SARKAR:**

SHRI TUNA ORAON:

SHRI S. N. SINGH DEO:

Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) work done under Fish Farmers Development Agency in the States, State-wise, with location, objective and the fulfilment of the objectives by the present FFDA;

(b) whether inspite of administrative sanction for setting up the agen-

cies, a number of States have not fulfilled the essential conditions; and

(c) if so, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) The main objectives of Fish Farmers Development Agencies are to promote fish production from ponds and tanks in an integrated manner linking training and investment with fish culture activities and marketing.

The following Fish Farmers Development Agencies have been set up so far:—

	State	District	Location
1	West Bengal	Burdwan	Burdwan
2	West Bengal	West Dinajpur	West Dinajpur.
3	Bihar	Champaran	Motihari
4	Madhya Pradesh	Raipur	Dhamtari
5	Karnataka	Mysore	Mysore
6	Uttar Pradesh	Jampur	Jampur
7	Orissa	Garjam	Berhampur
8	Rajasthan	Bhilwara	Bhilwara
9	Gujarat	Surat	Surat
10	Punjab	Gurdaspur	Gurdaspur
11	Haryana	Karnal	Karnal
12	Kerala	Palghat	Palghat
13	Tamil Nadu	Thanjavur	Thanjavur
14	Tripura	South Tripura	Udaipur

Some more proposals are under consideration

The Agencies are engaged in training of fishermen and development of the water areas allotted to them for fish culture activities. Wherever necessary, loans are being arranged

from banks for reclamation of water areas.

(b) The State Governments have since fulfilled the essential conditions.

(c) Does not arise.

नेहरू युवक केन्द्र के लिए यूथ कोऑर्डिनेटर्स की नियुक्ति

3620. श्रीमती सावित्री प्रधान : क्या शिक्षा, समाज कल्याण और संस्कृति मन्त्री यह बताने की कृपा करेंगे कि :

(क) नेहरू युवक केन्द्र में यूथ कोऑर्डिनेटर्स के पदों पर भर्ती कब की जायेगी और क्या भर्ती नियम बनाये गये हैं;

(ख) बिहार में अब तक कितने कोऑर्डिनेटर्स की नियुक्ति की गई है और नियुक्ति का आधार क्या है, और

(ग) वर्ष 1975 में बिहार एवं उत्तर प्रदेश में लिए यूथ कोऑर्डिनेटर्स के कितने पदों का भर्ती किया गया और उन पदों पर नियुक्ति हेतु कितने उम्मीदवारों को साक्षात्कार के लिए बुलाया गया ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में उपमंत्री (श्री डी० पी० यादव) : (क) : भर्ती नियम विवराधीन हैं, इसी बीच में युवक समन्वयकों के पदों की नियुक्तियां तथा तदर्थ आधार पर की जा रही हैं।

(ख) : अब तक बिहार में तदर्थ आधार पर, 9 युवक समन्वयक नियुक्त किये गये हैं। ये नियुक्तियां, राज्य सरकार द्वारा सुझाये गये उम्मीदवारों में से केन्द्रीय सरकार द्वारा नियुक्त चयन समिति की सिफारशों पर की गई हैं, नियुक्तियों के मुख्य मापदण्ड ये :—

(i) उम्मीदवार की आय 25 और 35 के बीच होनी चाहिये, तथापि सरकारी कर्मचारियों के लिये कोई आय सीमा नहीं है;

(ii) कम से कम स्नातक हो;

(iii) अध्यापन और/अथवा शारीरिक शिक्षा; वैज्ञानिक प्रशासन अथवा उसके समतुल्य समाज सेवा संयोजक के रूप में कम से कम पांच वर्षों का अनुभव रखता हो;

(iv) युवक कार्य, खेल, समाज सेवा इत्यादि का भी अनुभव रखता हो;

(v) नेहरू युवक केन्द्रों की स्थापना के आदेशों और उद्देश्यों को समझना हो; और

(vi) केन्द्र कार्यक्रमों के लिये युवकों को जुटाने की क्षमता रखता हो।

(ग) 1975 के दौरान बिहार में युवक समन्वयकों के 6 पद और उत्तर प्रदेश में 11 पदों का भर्ती किया गया था। बिहार सरकार तथा उत्तर प्रदेश सरकार द्वारा सिफारिश किये गये क्रमशः 4 और 3 उम्मीदवारों को साक्षात्कार के लिये बुलाया गया था।

Central Assistance for construction of houses for poor people

3621. SHRI ISHAQUE SAMBHARI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) how much money Central Government gave to the States to construct houses for poor people during 1972-73, 1973-74 and 1974-75;

(b) how many houses were constructed during these years in the State of U. P.; and

(c) how many people have been given house sites in U. P. since emergency?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY

AFFAIRS (SHRI K RAGHU-RAMALAH): (a) The following amounts were released to the State Governments under the Central Sec-

tor Subsidised Housing Scheme for Plantation Workers and the Scheme for Provision of House-sites to Landless Workers in Rural Areas:—

(Rs. on lakhs)

Year	Amount released under	
	Subsidised Housing Scheme for Plantation Workers	Scheme for Provision of House sites to Landless Worker in Rural Areas.
1972-73	49.74	438.97
1973-74	50.30	290.99
1974-75	80.00	This Scheme was transferred to the State Sector with effect from 1st April, 1974.

All other social housing schemes introduced by the Ministry of Works and Housing are in the State Sector. Central financial assistance for all State Sector Programmes, including Housing, is released by the Ministry of Finance to the State Governments in the shape of 'block loans' and 'block grants'. The State Governments are free to earmark funds for various State Schemes, including Housing, according to the requirements and priorities to be determined by them.

(b) According to the information furnished by the Government of Uttar Pradesh, 8387 houses were constructed by them under various Social Housing Schemes during these years.

(c) 2,02,741 people belonging to weaker sections of rural areas were given house-sites in Uttar Pradesh since the proclamation of emergency.

Compulsory sports for girls in schools

3622. **SHRIMATI PARVATHI KRISHNAN:** Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Government propose to take steps in this year to make

sports compulsory in all the schools for girls; and

(b) if so, salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) School education is a State subject. State Governments can take a decision about making sports compulsory for girls in all schools from this academic year. However, the present position is that physical education is an integral part of the school curriculum and provided for in the time table for every class though it may not be an examination subject.

(b) Does not arise.

Water Scarcity in Thar Desert

3623. **SHRI NITIRAJ SINGH CHAUDHARY:** Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state whether underground water reservoirs are to be created by nuclear explosions to meet water scarcity of Thar desert?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND

IRRIGATION (SHRI SHAHNAWAZ KHAN): No such proposal is under consideration of this Ministry at this stage.

दिल्ली में शिक्षकों को समय पर वेतन न दिया जाना

3624. श्री मूल बन्धु डागा : क्या शिक्षा, स्नाज कल्याण और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दिल्ली में शिक्षकों को समय पर वेतन नहीं मिलता है और यदि हां, तो इससे क्या कारण हैं;

(ख) क्या बहुत से शिक्षकों को पिछले तीन वर्षों से उनकी बकाया राशि नहीं मिली है; और

(ग) यदि हां, तो इस मामले में सरकार का क्या कदम उठाने का विचार है ?

शिक्षा और स्नाज कल्याण मंत्रालय तथा संस्कृति विभाग में उप सचिव (बी डी० पी० यादव) : (क) से (ग) दिल्ली प्रशासन, दिल्ली नगर निगम तथा नई दिल्ली नगर पालिका द्वारा दी गई सूचना के अनुसार, राजकीय तथा सहायता प्राप्त स्कूलों में कार्य कर रहे अध्यापकों को सामान्यतया वेतन समय पर मिलता है। अधिकांश मामलों में उन को देय बकाया राशि का भी भुगतान कर दिया गया है। केवल कुछ मामलों में अध्यापकों के बकाया का भुगतान, उनके वेतन नियत करने में विलम्ब होने के कारण नहीं किया गया है। दिल्ली प्रशासन द्वारा ऐसे मामलों को शीघ्र निपटाने के लिये प्रत्येक प्रयत्न किए जा रहे हैं।

Evaluation of work and progress of Nehru Yuvak Kendras

3625. SHRI VAYALAR RAVI: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Government have made any evaluation of work and progress of Nehru Yuvak Kendras; and

(b) if so, what are the findings?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) and (b) An informal group under Lt. General K. P. Candeth was set up to evaluate respective merits of some of the major youth programmes including that of Nehru Yuvak Kendras and to recommend measures for an integrated and coordinated implementation of these programmes. The group recommended certain measures to strengthen the programme of Nehru Yuvak Kendras but found that it was too early to evaluate its working.

Examination of accounts of Indian Institute of Management, Calcutta

3626. SHRI INDRAJIT GUPTA:

DR. RANFEN SEN:

SHRI H. N. MUKERJEE:

Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) amount of grants given annually by Government to the Indian Institute of Management, Calcutta;

(b) whether examination of the Institute's accounts for 1973-74 has revealed tampering of accounts, drawing of unauthorised allowances, unaccounted cash, neglect of lowest tenders for specific contracts, dishonoured bank cheques, etc; and

(c) action taken in the matter?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) Amount of grants released to the Institute varies from year to year, depending upon the requirements of the Institute and the availability of Central funds. During the year 1975-76 Central Government released Rs. 56.26 lakhs to the Institute, of which Rs. 11.63 lakhs was towards non-recurring expenditure and Rs. 44.63 lakhs for recurring expenditure.

(b) and (c). The Report of the Special Inspection conducted by the Office of the Accountant General, Central, Calcutta for the year 1973-74 received in September, 1975, pointed out many irregularities, similar to those which had been indicated in earlier years. The Board of Governors at its meeting held in February, 1974, took a serious view of these irregularities and decided to initiate a thorough probe and investigation by the Central Bureau of Investigation and to streamline the entire department of accounts and cash and the administration. On the basis of the investigation, the C.B.I. decided to prosecute the then Assistant Accountant and Cashier. The Assistant Accountant is no longer in the service of the Institute, but the Cashier has been suspended. The C.B.I. have launched prosecution against both of them. The prosecution is in progress.

In order to streamline the financial and administration procedures, the Institute appointed a sub-Committee to look into the administration and accounting system of the Institute. The Sub-Committee has submitted its report which was considered by the Board of Governors at its meeting held on 6th May, 1976, and the Board accepted the recommendations of the Committee and desired that a time bound programme for implementation of the recommendations be drawn up and the progress reported from time to time.

Laying of sewer lines in Janakpuri, Delhi

3627. SHRI SHASHI BHUSHAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether large amount was misappropriated and misutilized in construction of sewer lines in Janakpuri, Delhi;

(b) whether these sewer lines were either not laid according to the approved maps or laying was falsely reported;

(c) whether Government have asked the Investigation Agencies to investigate this matter; and

(d) whether any departmental action is also being taken against defaulters?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU-RAMIAH): (a) No, Sir.

(b) The sewer lines were laid according to the maps approved from time to time by the technical sanctioning authority.

(c) and (d) The question does not arise.

Export of Barley and Gram

3628. SHRI BIRENDER SINGH RAO. Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state whether there is any proposal to permit the export of Barley and Gram for which demand exist in the foreign countries and they are surplus to local requirements?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHAB P. SHINDE): A quota of 25,000 tonnes has been fixed for export of barley during the licensing period April 1976 to March 1977. During the same period, only one variety of gram namely

gulabi gram along with certain other specified varieties of pulses is allowed to be exported within an overall ceiling of 5000 tonnes.

Calf Subsidy Scheme in Kerala

3629. SHRI N. SREEKANTAN NAIR: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government of Kerala have requested the Central Government that the Calf Subsidy Scheme may be implemented throughout the State; and

(b) if so, decision taken thereon by the Central Government?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) and (b). Proposals for Calf Subsidy Scheme in the districts of Trichur and Trivandrum as submitted by the State Government have been sanctioned. Detailed proposals for extending the scheme to the remaining districts of the State are awaited from the State Government.

Promotion to Education Officers in Education Directorate, Delhi

3630. SHRI CHANDRA BHAL MANI TIWARI: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether recently some promotions of Principals to the rank of Education Officers in the Directorate of Education Delhi have been made; and

(b) whether no lady principals have been promoted though they were senior to certain male principals who have been promoted and there were also State Awardee lady principals; and

(c) if so, what action Government propose to take in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) Yes, Sir.

(b) Four lady principals were promoted and out of them two were State Awardees.

(c) Does not arise.

Schemes submitted by Kshetrabasi D.A.V. College, Nirakarpur

3631. SHRI CHINTAMANI PANIGRAHI: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether the U.G.C. has approved the various schemes submitted by Kshetrabasi D.A.V. College, Nirakarpur under Utkal University in Orissa;

(b) if so, whether the money has been released for those projects; and

(c) names of the schemes approved?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) to (c). The University Grants Commission has approved and released development grants for the under-mentioned

schemes to D.A.V. College, Nirakarpur (Utkal University) during IV Plan:—

S.No.	Project/Purpose	Grant approved	Grant paid
		Rs.	Rs.
1	Book Grant (1969 -70)	3,000	3,000
2	Book Grant (1970-72)	4,500	4,500
3	Text Book Library	4,000	4,000
4	Basic Grant for Library Books	3,000	3,000
5	Laboratory Equipment	15,000	15,000
6	Students Welfare Programme	2,000	2,000
7	Non-Resident Students' Centre	29,426	23,000

Besides, the College has been receiving assistance from the Commission for establishment of students' aid fund. The admissible grants under students aid fund and Book Bank have also been paid to the College during the current Plan period. The balance grant for Non-Resident Students' Centre would be released on receipt of completion documents and the College has been requested to expedite the same.

The development proposals of the College for V Plan period could not, however, be accepted by the Commission as the College does not have the required number of students in degree classes. The college is being advised to apply when it fulfils the required condition regarding enrolment and faculty strength as indicated in the guidelines issued by the University Grants Commission.

Self-sufficiency in Cashewnut

3632. SHRIMATI BHARGAVI THAN-KAPPAN: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether the country is likely to be self-sufficient in the production

of raw cashew within four or five years; and

(b) if so, facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) No.

(b) The projected demand of raw cashewnuts at the end of V Plan is 7,20,000 tonnes. Against this indigenous production at the beginning of V Plan was estimated at 1,40,000 tonnes. Although all possible measures are being taken to step up the indigenous production of raw nuts, yet there is likely to be a gap between demand and supply at the end of V Plan.

Water supply and sanitation programmes approved by Central Public Health and Environmental Engineering Organisation

3633. SHRI RAM PRAKASH: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether Central Public Health and Environmental Engineering Organisation has given technical approval to a number of water supply and sanitation programmes; and

(b) if so, the location of the Schemes and the total amount sanctioned so far?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT): (a) Yes, Sir,

(b) Since the launching of the National Water Supply and Sanitation Programme in 1954 and upto March, 1976, the Organisation has technically approved schemes worth Rs. 775 crores in urban areas and Rs. 392 crores in rural areas in different States and Union territories.

Production of Nitrogen Fertilizers by British Agricultural Research Council, Sussex

3634. SHRI RAJDEO SINGH: Will the Minister of AGRICULTURE AND IRRIGATION be pleased state:

(a) whether the British Agricultural Research Council, Sussex unit scientists have developed and opened up prospects for manufacturing nitrogen fertilizers cheaply;

(b) whether their claim in developing the process that they have 'fixed' nitrogen in the laboratory for the first time is genuine; and

(c) if so, the salient features thereof and steps being taken for adopting this process?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAH NAWAZ KHAN): (a) to (c). Yes, Sir, Government is aware of the successful simulation in the laboratory of nitrogen fixation by micro-organisms announced by Prof. J. Chatt and the co-workers, working at the Agricultural Research Council (ARC), Unit of Nitrogen fixation, University of Sussex, UK. A letter on the subject from these scientists has also been published in the

British weekly journal entitled, 'Nature', in its January 3, 1975 issue.

The above mentioned research unit at Sussex University is engaged in basic research into nitrogen fixation which means conversion of elementary nitrogen of the atmosphere into ammonia or other forms, easily assimilated by plants. The various aspects of nitrogen fixation, ranging from pure chemistry to microbial genetics are under study. The chemists are studying the reactions of nitrogen molecule with a view to find reactions similar to that occurring in nature of nitrogen fixation. The scientists of the ARC unit of Nitrogen fixation, Sussex University, U.K. have claimed to have achieved the successful simulation of nitrogen fixation by micro-organisms. A molecule of nitrogen has been attached to a molybdenum atom in a compound prepared in the laboratory and overloaded with electrons. In methyl alcohol, which is a protic solvent like water, this compound transfers its electrons into nitrogen molecule under the action of sulphuric acid. The nitrogen molecule is converted to ammonia giving 30—40 per cent yield. Similarly, the tungsten compound also functions even more efficiently, producing 90 per cent yield of ammonia. Both the molybdenum and tungsten compounds are, however, destroyed by the reaction with sulphuric acid to produce ammonia. Hence, unless this reaction is made catalytic, the commercial utilization of the findings looks distant at this stage.

In view of the above, the question of taking any step to adopt the process for any practical or large scale commercial use does not arise at present.

Special pay to cashiers of Central Public Works Department

3635. SHRI S. M. BANERJEE: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the cashiers of various Divisions of the Central Public Works

Department handling cash of more than seventy thousand rupees per month are allowed special pay of Rs. 30/- whereas they are entitled to Rs. 40/- as per Government of India orders;

(b) if so, the reasons therefor; and

(c) the steps taken or proposed to be taken by Government to grant them special pay according to the cash handled by them?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU-RAMIAH): (a) According to the existing Government orders, subject to their having furnished security, the cashiers are entitled to Rs. 30/- P.M. if the amount of average monthly cash disbursed is between Rs. 20,001/- to Rs. 50,000/- and Rs. 40/- p.m. if the Rs. 50,000/- and Rs. 1,00,000/-. These monthly disbursement is between orders are being followed in the CPWD also.

(b) and (c). Do not arise.

तम्बाकू का उत्पादन और निर्यात

3636. डा० लक्ष्मीनारायण पांडेय : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1975-76 के दौरान आन्ध्र प्रदेश, गुजरात और तमिलनाडु में विभिन्न किस्म की तम्बाकू का कितना उत्पादन हुआ;

(ख) प्रत्येक किस्म की तम्बाकू का कितनी मात्रा में निर्यात किया गया;

(ग) निर्यात से कितनी धन राशि अर्जित की गई है; और

(घ) उक्त राज्यों में विभिन्न किस्म की निर्यात-योग्य तम्बाकू के उत्पादन को बढ़ावा देने के लिए क्या कार्यवाही की जा रही रहें।

कृषि और सिंचाई मंत्रालय में उप-मंत्री (श्री प्रभुदास पटेल) : (क) विभिन्न राज्यों से, जिस में आंध्र प्रदेश, गुजरात, और तमिलनाडु भी शामिल हैं, 1975-76 के तम्बाकू के उत्पादन के अनुमान अग्रस्त, 1976 के अन्त तक किसी समय प्राप्त होने हैं। तथापि, आंध्र प्रदेश, गुजरात और तमिलनाडु के सम्बंध में वर्ष 1974-75 के लिए तम्बाकू का किस्मवार क्षेत्र और उत्पादन नीचे दिया गया है।

क्षेत्र—हजार हेक्टर में
उत्पादन—हजार मीटरी
टनों में

राज्य	किस्म	क्षेत्र	उत्पादन
आन्ध्र प्रदेश	निकोटियना टोबैकम		
	(i) वर्जीनिया	124.1	111.6
	(ii) अन्य	71.1	70.1
गुजरात	निकोटियना टोबैकम	88.5	127.4
तमिलनाडु	निकोटियना टोबैकम (पत्तियों के साथ डण्डल और तने)	11.3	10.6(0.6)

(ख) और (घ). अप्रैल, 1975 से फरवरी, 1976 की अवधि के दौरान 85.31 करोड़ रुपये के मूल्य की 657 लाख किलोग्राम अविनिमित्त तम्बाकू के अन्तिम निर्यात का अनुमान है। अप्रैल, 1975 के नवम्बर, 1975 की अवधि के निर्यात के किस्मवार आंकड़ों तथा इसके मूल्य का एक विवरण संलग्न है।

(ब) तम्बाकू की निर्यात-योग्य किस्म का उत्पादन बढ़ाने के उद्देश्य से राज्य क्षेत्र में जो प्रयास किए जा रहे हैं, उस के अलावा चूनी हुई हल्की मिट्टी में इसकी खेती का विस्तार करने के लिए केन्द्र द्वारा प्रयोजित एक योजना 1966-67 से क्रियान्वित की जा रही है, और इसे 1976-77 के दौरान जारी रखा जा रहा है।

विवरण

किस्म	हजार मात्रा (किलोग्राम)	मूल्य (हजार रु०)
बीड़ी के निर्माण के लिए	2424	16038
खाने वाले तम्बाकू के विनिर्माण के लिए	413	2563
सन क्योर्ड नाटू कन्ट्री	508	5453
वर्जीनिया फ्लू क्योर्ड	55957	773284
वर्जीनिया सनक्योर्ड	2763	18179
बल्ले तम्बाकू	99	892
हुक्का वाले तम्बाकू	11	67
अन्य	193	1079
योग	62368	817555

International Kabaddi Tournament in Calcutta

3637. SHRI S. N. SINGH DEO: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether International Kabaddi Tournament is proposed to be held in Calcutta in November, 1976;

(b) if so, how many countries have agreed to take part; and

(c) whether Indian Olympic Association propose to plead to the International Olympic Committee for inclu-

sion of Kabaddi in the Olympic games?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI ARVIND NETAM): (a) to (c) It has been reported by the Amateur Kabaddi Federation of India that it has authorised the West Bengal Kabaddi Association to hold an International Kabaddi Tournament in Calcutta in November, 1976. The latter is reported to have invited Kabaddi teams from Nepal, Sri Lanka, Bangladesh and Mauritius to participate in the Tourna-

ment. Confirmation about participation of Kabaddi teams from Nepal, Sri Lanka and Bangladesh has reportedly been received by the West Bengal Kabaddi Association.

According to the Indian Olympic Association there is no proposal to move the International Olympic Committee for the inclusion of Kabaddi in the Olympic Games.

Shifting of Central Reference Library from Calcutta to Delhi

3638. SHRI S. N. SINGH DEO: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Government have decided to shift the Central Reference Library from Calcutta to Delhi, and

(b) if so, reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) No, Sir.

(b) Does not arise.

Memorandum from U.P. Flour Mills Association regarding disparity in open market and issue price of wheat

3639. SHRI VASANT SATHE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Uttar Pradesh Flour Mills Association have submitted a memorandum to the Government on the grave crisis in the industry as a result of disparity in open market and issue price of wheat;

(b) if so, points raised in memorandum; and

(c) action taken/proposed to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHEB P. SHINDE): (a) to (c). The Uttar Pradesh Roller Flour Mills' Association have submitted a memorandum *inter alia* requesting for reduction in the issue price of wheat, permission for export of maida to neighbouring States and freedom to vary extraction percentages of wheat products etc. Similar representations have also been received from Roller Flour Mills/Associations in other parts of the country. The points raised by Uttar Pradesh Roller Flour Mills' Association are under the consideration of Government.

राज्यों की क्षेत्रीय परिषदों को केन्द्रीय अनुदान

3640. डा० लक्ष्मीनारायण चौधरी : क्या शिक्षा, समाज कल्याण और संस्कृति मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने राज्यों की खस-कूद परिषदों को केन्द्रीय अनुदान दुगना करने का निर्णय किया है ;

(ख) यदि हां, तो यह अनुदान मुख्यतः कितन मर्दों पर दिये जाने का प्रस्ताव है ; और

(ग) मध्य प्रदेश तथा राजस्थान को इस अनुदान की कितनी राशि दी जा रही है और अब कितनी राशि दिए जाने का प्रस्ताव है ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में उप मंत्री (श्री अरविंद नेताम) : (क) और (ख). भारत सरकार ने पांचवीं योजनाकधि के शेष भाग के दौरान संलग्न विवरण में बताये गये प्रयोजनों के लिए राज्य खस परिषद अथवा राज्य सरकारों को, जैसी भी स्थिति हो, समान आधार पर दिये जा रहे

अनुदानों की अपनी भाषा को बढ़ाने का निर्णय किया है ।

(ब) इस योजना के अन्तर्गत, राज्य सरकारों/राज्य खेल परिषदों से अनुरोध प्राप्त होने पर, जिन पर यथाविधि विचार किया जाता है, उन को अनुदान दिये जाते

हैं । चायू योजनाबद्धि के पहले दो वर्षों के दौरान मध्य प्रदेश और राजस्थान को क्रमशः 1,92,775/- रु० और 1,10,714/- रु० के अनुदान संवीकृत किये गये थे । प्राये के अनुदान प्राप्त हुए प्रस्तावों पर निर्भर करेंगे ।

विवरण

खेलों तथा शारीरिक शिक्षा को प्रोत्साहित करने के लिए राज्य सरकारों/राज्य खेल परिषदों को अनुदान प्रदान करने हेतु केन्द्रीय योजना ।

क्रमांक	विषय	31-3-1976 तक लागू केन्द्रीय सहायता की सीमा	1-4-76 से पांचवीं योजना अवधि तक केन्द्रीय सहायता की मंगोक्षित सीमा
1	2	3	4
1.	उपयोगी स्टेडियमों, तरणतारों तथा आन्तरिक स्टेडियमों का निर्माण	50,000/- रुपये अववा लागत का 50 प्रतिशत, जो भी कम हो ।	एक लाख रुपये अववा लागत का 50 प्रतिशत, जो भी कम हो ।
2.	क्रीडा स्थलों का परिप्रदीति (फ्लड डलाइटिंग) करना	10,000/- रुपये अववा खर्च का 50 प्रतिशत, जो भी कम हो ।	25,000/- रुपये अववा खर्च का 50 प्रतिशत, जो भी कम हो ।
3.	वार्षिक प्रशिक्षण शिविरो का आयोजन	राज्यों के लिए 25,000/- रुपये अववा 50 प्रतिशत जो भी कम हो, और संघ शासित प्रदेशों के लिए 10,000/- रुपये अववा 50 प्रतिशत, जो भी कम हो ।	राज्यों के लिए 50,000/- रुपये अववा 50 प्रतिशत जो भी कम हो और संघ शासित प्रदेशों के लिए 20,000/- रुपये अववा 50 प्रतिशत, जो भी कम हो ।
4.	खेल उपकरण की खरीद	सारी योजना अवधि के दौरान लागत के 75 प्रतिशत खर्च को वहन करने के लिए 25,000/- रुपये ।	सारी योजना अवधि के दौरान लागत के 75 प्रतिशत के खर्च को वहन करने के लिए 35,000/- रु० ।

1	2	3	4
5. ग्रामीण खेल केन्द्रों की स्थापना ।	पहले वर्ष के लिए 220/- रुपये प्रति वर्ष प्रति केन्द्र तथा बाद के वर्ष के लिए 170/- रुपये तथा उक्त अदायगी राज्य सरकार के बराबर के भाग के योगदान की शर्त पर की जायेगी ।	राज्य सरकार द्वारा अनुसूची भाग के अंशदान की शर्त पर पहले 380/- रुपये प्रति वर्ष तथा बाद के योजना गत वर्ष के लिए 280/- रु० प्रति केन्द्र ।	
6. संयुक्त स्टेडियम तथा खेल उपभवनो का निर्माण ।	कोई व्यवस्था नहीं है ।	पांच लाख रुपये अथवा परियोजना की लागत का 25 प्रतिशत, जो भी कम हो ।	
7. शारीरिक शिक्षा प्रशिक्षण संस्थाओं में विकास की सुविधाएँ ।			
(क) व्यायामशाला	50,000/- रुपये अथवा लागत	1 लाख रु० अथवा लागत का 50 प्रतिशत, जो भी कम हो ।	प्रतिशत, जो भी कम हो ।
हाल का निर्माण	का 50 प्रतिशत, जो भी कम हो ।		
(ख) तरणताल	-वही-	-वही-	
का निर्माण			
(ग) खेल के मैदानों का विकास	20,000 रुपये अथवा लागत का 50 प्रतिशत जो भी कम हो ।	20,000 रु० अथवा लागत का 50 प्रतिशत, जो भी कम हो ।	
(घ) खेल उपस्करों तथा पुस्तकालय के लिए पुस्तकों की खरीद	10,000 रु० अथवा लागत का 50 प्रतिशत, जो भी कम हो ।	15,000 रुपये अथवा लागत का 50 प्रतिशत, जो भी कम हो ।	

चुकन्दर से चीनी बनाने के लिए
उत्तर प्रदेश में चीनी मिल की स्थापना

(ख) चुकन्दर और गन्ने में शर्करा की
तुलनात्मक प्रतिशतता कितनी होती है ?

3641. डा० लक्ष्मीनारायण पांडेय :
क्या कृषि और सिंचाई मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या चुकन्दर से चीनी बनाने के
लिए उत्तर प्रदेश में चीनी मिल की स्थापना
करने की कोई योजना बनाई गई है
और क्या केन्द्रीय सरकार ने उस की मंजूरी
दे दी है ; और

कृषि और सिंचाई मंत्रालय में राज्य
मंत्री (श्री शाहनवाज खां) : (क) गन्ना और
चुकन्दर दोनों का उपयोग करने के लिए
पतनगर के सहकारी क्षेत्र में चीनी क्रीमरी
स्थापित करने हेतु औद्योगिक लाइसेंस देने के
लिए एक आवेदन-पत्र प्राप्त हुआ था ।
उत्तर प्रदेश सरकार से परियोजना की

व्यवहारिता संबंधी रिपोर्टें प्राप्त होने पर हम पर निर्णय लिया जाएगा।

(ख) उत्तर प्रदेश में कुकन्दर में 15 से 17 प्रतिशत घीर शर्ष में 12 से 13 प्रतिशत तक सुक्रोज का अंश होता है।

मशीनीकृत खेती के प्रोत्साहन के लिए वित्तीय सहायता

3642. डा० लक्ष्मीनारायण पांडेय : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) कृषि पुनर्वित्त निगम द्वारा किन किन राज्यों में मशीनीकृत खेती को प्रोत्साहन देने हेतु वित्तीय सहायता अथवा योजनाओं पर स्वीकृति दी गई है ;

(ख) उक्त योजनाओं के क्रियान्वयन के लिए किन किन एजेंसियों के माध्यम से ऋण दिए जाएंगे ;

(ग) उन के लिए कितनी राशि की व्यवस्था की गई है, और

(घ) इन योजनाओं के अन्तर्गत किनने एकड़ जमीन में मशीनीकृत अथवा सघन खेती हो सकेगी ?

कृषि और सिंचाई मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) से (घ) कृषि पुनर्वित्त तथा विकास निगम ने 136.02 करोड़ रुपए की वित्तीय सहायता की आन्ध्र प्रदेश, असम, बिहार, जम्मू तथा कश्मीर, हरियाणा, गुजरात, केरल, पंजाब, महाराष्ट्र, कर्नाटक, उड़ीसा, तमिलनाडु, उत्तर प्रदेश, मध्य प्रदेश, राजस्थान और पश्चिम बंगाल के राज्यों तथा दिल्ली आदि के केन्द्र शासित क्षेत्रों में कृषि यन्त्रीकरण की 393 योजनाएँ स्वीकृत की हैं। इस में से 29 फरवरी, 76 तक कृषि पुनर्वित्त तथा विकास निगम की वचनबद्धता 104.87 करोड़ रुपए

होगी। इन योजनाओं के लिए राज्य भूमि विकास बैंकों, अनुसूचित वाणिज्यिक बैंकों तथा राज्य सहकारी बैंकों जैसी वित्त-दायी संस्थाओं द्वारा वित्त सुलभ किया जा रहा है।

ये योजनाएँ, जो आर्थिक रूप से सक्षम तथा तकनीकी रूप से सम्भाव्य हैं, कृषि पुनर्वित्त तथा विकास निगम द्वारा स्वीकृत की गई हैं।

मध्य प्रदेश के भारतीय खाद्य निगम के बिक्री डिपो

3643. श्री गंगाचरण शर्मा : क्या कृषि और सिंचाई मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय खाद्य निगम ने मध्य प्रदेश में अपने बिक्री डिपो खोले हैं ;

(ख) यदि हाँ, तो क्या हमने उपभोक्ता प्रत्येक दृष्टि से, विशेषकर उपभोक्ता वस्तुओं की उपलब्धता और मूल्य के बारे में, लाभान्वित हुए हैं; और

(ग) यदि हाँ, तो हम के बारे में मुख्य बातें क्या हैं ?

कृषि और सिंचाई मंत्रालय में राज्य मंत्री (श्री अण्णासाहेब पी० शिन्डे) : (क) से (ग) भारतीय खाद्य निगम ने मध्य प्रदेश में जो बिक्री डिपो खोले हैं, वे राज्य सरकार के आवंटन के अनुसार उचित मूल्य की दुकानों को खाद्यान्न तथा चीनी देते हैं। इन डिपो से उपभोक्ताओं को सीधे बिक्री नहीं की जाती है। उपभोक्ता इन डिपो से केवल इस अर्थ में लाभान्वित होते हैं कि उचित मूल्य की दुकानें उन की आवश्यकता की चीजें इन डिपो से आसानी से प्राप्त कर सकती हैं।

मध्य प्रदेश में गेहूं की [सेती के
अवलम्बित भूमि

3644. श्री गंगा चरण दीक्षित : क्या
कृषि और सिंचाई मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या मध्य प्रदेश में इन वर्ष रबी
मौसम में गेहूं की खेती गत वर्ष की तुलना
में अधिक रकबे में की गई है ; और

(ख) यदि हाँ, तो इसके क्या कारण
हैं ?

कृषि और सिंचाई मंत्रालय में उप-
मंत्री (श्री प्रभुदास पटेल) : (क) और (ख).
हाल ही में निर्मुक्त किए गए 1975-76
के गेहूं के प्रथम अखिल भारतीय अनुमान
के अनुसार मध्य प्रदेश में गेहूं के अंतर्गत क्षेत्र
में 1974-75 के तदनुकूली अनुमान से
वृद्धि हुई है । यह उल्लेखनीय है कि
प्रतिकूल मौसम की स्थितियों के कारण
1974-75 के दौरान यह क्षेत्र घट गया था ।
1975-76 के दौरान अनुकूल मौसम और
बढ़ी हुई सिंचाई की सुविधाओं से गेहूं के
अंतर्गत क्षेत्र सामान्य स्तर पर फिर पहुंच
गया है ।

मध्य प्रदेश में नई खेती मिर्जे

3645. श्री गंगा चरण दीक्षित : क्या
कृषि और सिंचाई मंत्री यह बताने की कृपा
करेंगे कि :

(क) सरकार ने मध्य प्रदेश में कितनी
नई चीनी मिलें स्थापित की हैं, और

(ख) कितनी मिलों ने उत्पादन
आरम्भ कर दिया है ?

कृषि और सिंचाई मंत्रालय में
उप-मंत्री (श्री शाहनवाज खाँ) : (क)
कोई नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Officers belonging to S. C. & S. T. in
Education Department, Delhi
Administration

3646. SHRI AMBESH: Will the Min-
ister of EDUCATION, SOCIAL WEL-
FARE AND CULTURE be pleased to
state:

(a) number of class I and class II
officers in the Education Department
Delhi Administration, Delhi;

(b) number of the Scheduled Castes
and Scheduled Tribes officers out of
the above; and

(c) if the number of Scheduled
Caste Employees falls short of the
prescribed percentage what steps are
being taken by the Delhi Adminis-
tration to make up the shortfall?

THE DEPUTY MINISTER IN THE
MINISTRY OF EDUCATION AND
SOCIAL WELFARE AND IN THE
DEPARTMENT OF CULTURE SHRI
D. P. YADAV: (a) to (c). The infor-
mation is being collected and will be
laid on the Table of the Sabha.

गहरे समुद्र में मछली पकड़ने के
लिए लाइसेंस

3647. श्री हुकम चन्द कछवाय : क्या
कृषि और सिंचाई मंत्री यह बताने की कृपा
करेंगे कि :

(क) क्या वर्ष 1972 में 1975 तक
की अवधि में कुछ बड़ी फर्में को गहरे समुद्र
में मछली पकड़ने के लाइसेंस दिये गये हैं
जिसके फलस्वरूप छोटे मछुओं का धंधा
प्रायः ठप्प होता जा रहा है ;

(ख) यदि हाँ, तो प्रत्येक वर्ष कितने
लाइसेंस दिये गये और किस-किस को दिये
गये ; और

(ग) क्या सरकार को इन मछुओं, इन के संगठनों तथा इनकी सोसाइटियों से कोई शिकायतें प्राप्त हुई हैं ; और यदि हाँ, तो उन पर सरकार ने अब तक क्या कार्यवाही की है ?

डिप्टी चीफ़ लिखाई मंत्रालय में उप-मंत्री (श्री प्रमोदस कपूर) : (क) और (ख) इस समय गहरे समुद्र में मछली पकड़ने के उद्योग के लिए लाइसेंस नहीं देना होता है । तथापि बड़ी फ़र्में को मत्स्य परिसंस्करण के लिए तट पर सुविधायें स्थापित करने के लिए आशय पत्र देना होता है । 1972 से 1975 की अवधि के दौरान गहरे समुद्र में मछली पकड़ने के लिए ट्रालरों का आयात करने के लिए नीचे लिखी फ़र्में को आयात लाइसेंस दिए गए हैं ।

1972 शून्य

1973 शून्य

1974 मेसर्स आई. टी. सी. लि० को दो ट्रालरों के लिए ।

मेसर्स ब्रिटानिया बिस्कुट कम्पनी लि० को 2 ट्रालरों के लिए ।

मेसर्स ई.आई.डी. पीरी लि० को 2 ट्रालरों के लिए ।

1975 शून्य

ये ट्रालर अभी आने हैं । गहरे समुद्र में मछली पकड़ने के लिए बड़े, छोटे, मध्यम, सहकारी, सार्वजनिक तथा निजी सभी क्षेत्रों को प्रोत्साहन देना सरकार की नीति है, क्योंकि यह एक पूँजी प्रधान उद्योग है । समुद्री मत्स्य की भारी संभावित क्षमता का इस्तेमाल नहीं किया गया है और गहरे समुद्र में मछली पकड़ने के उद्योग का तेजी से विकास करना जरूरी है ।

छोटे मछुबे तट के पास के पानी में मछली पकड़ने का काम करते हैं । न कि गहरे समुद्र

में । तथापि, छः छोटी पाटियों को ट्रालर प्राप्त करने के लिए नौवहन विकास निधि से ऋण मंजूर किया गया है ।

(ग) यह मामला केन्द्रीय मत्स्यकी मण्डल की पिछली बैठक में उठाया गया था । इस प्रश्न की जांच करने के लिए एक समिति नियुक्त करने का प्रश्न विचाराधीन है ।

अनुसूचित जातियों तथा अनुसूचित जनजातियों के व्यक्तियों को दिल्ली में बसाने की योजना

3648. श्री रामाबलार शास्त्री : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि ।

(क) क्या सरकार ने 20-सूत्री कार्यक्रम के अनुसरण में अनुसूचित जातियों तथा अनुसूचित जनजातियों के गरीब तथा बेघर लोगों को दिल्ली में बसाने की योजना तैयार की है ; और

(ख) यदि हाँ, तो तत्सम्बन्धी रूपरेखा क्या है ?

निर्माण और आवास तथा संसदीय कार्य मंत्री (श्री के० रघुरामैया) : (क) और (ख) 20 सूत्री कार्यक्रम के अनुसरण में दिल्ली प्रशासन की अनुसूचित जातियों तथा अनुसूचित जनजातियों के व्यक्तियों को दिल्ली में बसाने के लिए अलग से कोई योजना नहीं है । किन्तु ग्रामीण क्षेत्रों में भूमिहीन मजदूरों के लिए वास स्थल देने की योजना एक प्लान स्कीम है, जिसे प्रधान मंत्री के 20 सूत्री कार्यक्रम में शामिल किये जाने के बाद 17 राज्यों तथा दिल्ली सहित 6 संघ राज्य क्षेत्रों में बड़े जोर-शोर से कार्यान्वित किया जा रहा है । अनुसूचित जाति/अनुसूचित जनजाति के

व्यक्ति की इस योजना के अन्तर्गत आते हैं। इस के अतिरिक्त, इस योजना में जिलों के उन ग्लार्कों को प्राथमिकता दी जाती है जहाँ पर अनुसूचित जाति/अनुसूचित जन जाति के भूमिहीन ग्रामीण मजदूर सामूहिक रूप से काफी संख्या में हों। 20 सूत्री आर्थिक कार्यक्रम की घोषणा के बाद दिल्ली संघ राज्य क्षेत्र में 4485 बास स्थल आवंटित किए गए जिन में से 2353 हरिजनो को दिए गये। दिल्ली विकास प्राधिकरण ने भी प्रधान मंत्री के 20 सूत्री आर्थिक कार्यक्रम के अनुसरण में आवास तथा पुनर्वास योजनाओं को आरम्भ किया है। प्राधिकरण की आवासीय योजनाओं में 25 प्र० श० मकान तथा आवासीय प्लॉटो का भी 25 प्र० श० अनुसूचित जाति तथा अनुसूचित जन जाति के व्यक्तियों के लिए उद्दिष्ट है, जब कि प्राधिकरण की पुनर्वास योजनाओं में अधिकांश ऐसे लोगों को पुनः बसाया गया है।

**Drainage-cum-Irrigation Scheme for
Fatuha-Mokama-Barliya Tal**

3649. SHRI RAMAVATAR SHASTRI: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to refer to the reply given to Starred Question No 193 on 3rd March, 1975 regarding projects to control floods and increase agricultural production in Bihar and state the present position of the Fatuha-Mokama-Barliya Tal project and the time by which Government propose to implement the projects?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): The Punpun embankment scheme with an estimated cost of Rs. 77 lakhs has been approved by the Planning Commission for implementation. The State Government have reported that the construction work on

this embankment scheme is going to be started very soon.

The State Government have now prepared a drainage scheme comprising of providing anti-flood-slucices in the culverts and bridges in the P.W.D. road and a marginal embankment on the right bank of the river Ganga at an estimated cost of Rs. 214 lakhs. This scheme is currently under examination in the Ganga Flood Control Commission. Taking up the execution of this scheme will depend upon the clearance of the scheme by the Planning Commission as well as availability of funds in the State Plan for the scheme.

**Flood Prevention-cum-Irrigation
Schemes in Bihar**

3650. SHRI BHOGENDRA JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to refer to the reply given to Unstarred Question No. 1531 on the 29th March, 1976 regarding flood prevention-cum-irrigation schemes in Bihar and states:

(a) whether there is any proposal to construct a barrage at Nautha over river Bagmati in the Nepalese territory and have an integrated flood control-cum-irrigation project over the Adhawara Group of rivers instead of an isolated flood control scheme; and

(b) if so, outline thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): (a) and (b). As stated in reply to part (a) of Unstarred Question No. 1531 answered in Lok Sabha on 29th March, 1976 the State Government have not formulated any proposal for irrigation from the Adhawara Group of rivers. However after protecting the area from floods of Bagmati river the State Government propose to construct a barrage on the Bagmati at Ram Nagar (India) for irrigation purposes.

Indo-Nepalese Accord for Embankment over River Kamala

3651. SHRI BHOGENDRA JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to refer to the reply given to Unstarred Question No. 1530 on the 29th March 1976 regarding Indo-Nepalese accord for embankments over Kamala and state:

(a) whether project report for extending the Kamala embankments beyond Jainagar upto Mirchayya in Nepal has, since been completed by the Bihar Government; and

(b) if so, facts thereof and the time schedule for execution?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): (a) and (b). The State Government of Bihar have intimated that the project report for extension of flood embankments on the Kamala in Nepal is still under preparation. The proposal will require agreement with His Majesty's Government of Nepal for pre-construction detailed surveys and execution of the scheme

कुतुब मीनार का परम्परा

3652. श्री चिरंजीव झा : क्या शिक्षा, समाज कल्याण और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कुतुब मीनार की सीढ़ियाँ वर्षों से परम्परा न किये जाने के कारण फिसलने वाली होती जा रही हैं ; और

(ख) यदि हाँ, तो उनकी परम्परा की व्यवस्था न किये जाने के क्या कारण हैं ?

शिक्षा, समाज कल्याण और संस्कृति मंत्री (प्रो० एन० नरेश हसन) : (क) और (ख). कुतुब मीनार के जीने की कुछ सीढ़ियाँ वर्षों से द्वारा लगातार प्रयोग से

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घिस-पिट गयी हैं। सर्वेक्षण में इस समस्या को पहले से ही समझ लिया है। और इस मामले पर विशेषज्ञों से विचार-विमर्श कर लिया है। इस वर्ष के दौरान आवश्यक परम्परा की जायगी।

Resource Mobilization Schemes

3653. SHRI C. K. CHANDRAPAN: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether attention of Government has been drawn to a unique scheme of resources mobilisation through cooperative societies in Kerala villages for raising Rs. 20 crores for providing an alternate arrangement for rural credit to poor villagers and artisans in the context of liquidation of rural indebtedness;

(b) if so, facts thereof; and

(c) whether such scheme of resources mobilisation is likely to be recommended to other States by the Centre, taking into account that alternate facilities for rural credit in our country are rather scarce?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) Salient features of the scheme are given in the attached statement.

(c) The matter is under consideration.

Statement

Salient features of the scheme of resource mobilisation through cooperative societies in Kerala for raising Rs. 20 crores for providing an alternative arrangement for rural credit to poor villagers and artisans in the context of liquidation of rural indebtedness.

The scheme envisaged of mobilisation of deposits to 20 crores through credit institutions by the end of April, 1976. For this purpose, the following action was envisaged:

1. The various Committees at village level, taluka level, district level and State level were proposed to be set up for canvassing of deposit mobilisation scheme to fill the credit gap arising out of the implementation by the State Government of the measures contemplated in the 20-Point Programme.

2. To pursue the campaign on a day to day basis and to review its progress on a weekly basis a small steering Committee consisting of the president, Kerala State Cooperative Bank Ltd., Chairman, State Cooperative Union, Secretary to Government, Planning Department, Registrar of Cooperative Societies and Secretary, Kerala State Cooperative Bank was proposed to be set up.

3. It was proposed to collect information relating to the position of deposits in each institution as on 31st March, 1976 immediately after the close of the month and regarding the progress in collecting deposits every week thereafter. This will enable the Bank and the State Government to issue suitable press releases regarding the progress of the campaign from time to time.

4. The State Cooperative Banks were to formulate suitable guidelines for lending covering all aspects such as purposes to be financed, quantum of loan, security, interest documentation etc., with the help of steering committees in consultation with the representatives of the District Central Cooperative Banks and the Primary Cooperative Banks.

Under the scheme an all-out effort was made by the Kerala State Cooperative Bank, 11 District Cooperative Banks and their 119 branches, 41 Urban Cooperative Banks and their 18 branches and 1000 selected Primary

Service Cooperative Societies out of 1731 societies. The campaign was carried out by the societies with active association of Government officials, political parties and social workers and involved house to house canvassing. Target were fixed for each society and for each district. The targets were exceeded by 28th April, 1976.

Central Assistance for Poor Land Allottees in U. P.

3654. SHRI K. M. 'MADHUKAR': Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Central assistance has been sought for poor land allottees in Uttar Pradesh on terms similar to those of the Small Farmers Development Agency Programme; and

(b) if so, Government's response thereto?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SHEB P. SHINDE): (a) and (b). Under the Fifth Five Year Plan a central sector scheme for Rs. 25 crores has been initiated with a view to providing short term and long term assistance to the allottees of surplus land mopped by the implementation of land ceiling laws. The short term assistance is of the order of Rs. 250 per hectare per season admissible to the allottees for the first two agricultural seasons. It is intended to provide them with inputs for cultivation as well as the wherewithal of their consumption. A proportion of the allotted land has to be developed before it can be brought under the plough. For this purpose long term assistance at the rate of Rs. 500 per hectare is given to eligible allottees. Half of this is by way of grant and the other half by way of loan.

The Government of Uttar Pradesh has asked for assistance under this scheme. So far a sum of Rs. 9,48,000

has been sanctioned to the State Government under this scheme.

Statewide Central Assistance for Construction of Houses for Low-Income Group

3655. SHRI C. K. CHANDRAPPA: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) how much money Central Government have sanctioned till now for constructing houses for people in low income Group, State-wise during 1972-73, 1974-75 and 1975-76; and

(b) how many houses were built during this period for the low income group people, State-wise?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMA-

IAH) (a) The Low Income Group Housing Scheme forms part of the State Sector programmes. From beginning of the Fourth Five Year Plan, i.e., 1st April, 1969, Central assistance for all State Sector Programmes (including Housing) is given to the State Governments in the shape of 'block loans' and 'block grants'. This block Central assistance is not related to any individual scheme, project or head of development. The State Governments are free to determine the programmes to be implemented, and the funds to be allocated for different State Sector Schemes according to the requirements and priorities to be determined by them.

(b) A statement giving the requisite information which is based on the progress reports received from the State Governments so far is attached.

Statement

Statement showing the number of Houses built during 1972-73, 1974-75 and 1975-76

Sl. No.	Name of State	1972-73	1974-75	1975-76
1	Andhra Pradesh	163	Report not received	Report not received
2	Assam	121	Nil	7
3	Bihar	129	150	Report not received
4	Gujarat	Report not received	Report not received	Do.
5	Haryana	Do.	133	Do.
6	Himachal Pradesh	Do.	139	811
7	Jammu & Kashmir	190	254	126
8	Kerala	572	235	233
9	Madhya Pradesh	644	669	394
10	Maharashtra	16 055	Report not received	Report not received
11	Manipur	Report not received	..*	55*

Sl. No.	Name of State	1972-73	1974-75	1975-76
12	Meghalaya	Nil	11	18
13	Karnataka	747	102	94
14	Ngaland	229	252	80
15	Orissa	70	27	Report not received
16	Punjab	Report not received	484	583
17	Rajasthan	530	80	Report not received
18	Tamil Nadu	240	294	1,380
19	Uttar Pradesh	209	1439	99
20	West B. ngal	230	348	5
	Tripura	12	2	5

*These figures are for the period from 1-1-1974 to 30-9-1975.

Water Development Corporations

3656. SHRI RAJDEO SINGH: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether some States have set up State Water Development Corporation or like organisation for construction, maintenance and operation of Public tube wells;

(b) if so, whether Union Government are encouraging other States and Union-territories too to set up such organisations; and

(c) whether to encourage these organisations Government propose to give some grants to the concerned State Governments?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) Yes Sir, the States of Punjab, Haryana, Bihar, West Bengal, Orissa and Andhra Pradesh have set up corporations for construction, maintenance and operation of public tubewells. Some of these

Corporations also handle public lift irrigation projects and work relating to lining of water courses in the command of canals.

(b) Yes Sir, the Ministry of Agriculture have been encouraging setting up of such Corporations so that these Corporations are able to run these Schemes on commercial lines and to obtain institutional credit from the commercial banks and Agricultural Refinance and Development Corporation etc., for taking up new projects.

(c) No Sir, Financial support to these Corporations in addition to the credit mobilised from institutional sources, is to be provided by the State Governments from within the provisions in the State Plans.

However, under the Command Area Development Programme in selected irrigation projects which have been taken up during the Fifth Five Year Plan, to encourage the conjunctive use of surface and ground-water, it has been decided recently to give Central assistance, from the Command Area Dev. Grant, in the shape of contribu-

tion to the equity of State Corporations dealing with development of groundwater, or as loan assistance for purchase of equipment for execution of groundwater development schemes. This assistance would be of one kind and not both.

Pay Scales of Field Inspectors in Settlement Organisation

3657. SHRI RAJDEO SINGH: Will the Minister of SUPPLY AND REHABILITATION be pleased to refer to the reply given to the Unstarred Question No. 1518 on the 29th March, 1976 regarding Pay Scales of Field Inspectors in Settlement Organisation and state:

(a) whether the Field Inspectors who have been fixed in three different Pay Scales, have to perform identical duties;

(b) if so, reasons for providing three separate scales for these Field Inspectors;

(c) whether at one stage Government took a decision to give these Field Inspectors an integrated Scale of Pay; and

(d) if so, reasons for rescinding the earlier decision in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF SUPPLY AND REHABILITATION (SHRI G. VENKATSWAMY): (a) Yes, Sir, as already replied with reference to Unstarred Question No. 5698 on 20th December, 1973.

(b) Initially, these posts were created in different Organisations viz., Custodian Organisation and Settlement Organisation at different places hence different scales had been provided.

(c) No, Sir, no such decision was taken by Government.

(d) Does not arise.

National Research Laboratory for Conservation of Cultural Property

3658. SHRI R. S. PANDEY: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether a National Research Laboratory for conservation of cultural property has been set up by Government; and

(b) if so, main features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) and (b). In order to conduct basic scientific research in devising improved methods for conservation of cultural property, initial steps for establishing a national research laboratory for conservation of cultural property have already been taken. Further steps are under way to make the laboratory operative. The research work of the laboratory will cover the dating of archaeological objects, technical study by physical and chemical means and conservation methods. The laboratory will also conduct training courses.

Opening of Mining Engineering and Applied Geology Classes in Regional Engineering College Rourkela

3659. SHRI ARJUN SETHI: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether the State Government of Orissa urged upon the Centre to accord its approval for opening Mining Engineering and Applied Geology Classes in Regional Engineering College, Rourkela;

(b) if so, main features thereof; and

(c) action taken by Government in this regard?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) and

(b) A proposal to start the courses in (i) B.Sc. (Engg.) Mining (5-year), (ii) B.Sc. (Hons.) Applied Geology (3 year) and (iii) M.Sc. Applied Geology (2 year) at the Regional Engineering College, Rourkela was received from the State Government of Orissa.

(c) Due to serious situation of unemployment of Mining Engineering Graduates during 1968, the admission to degree courses was reduced from original intake of 305 to 80. In view of somewhat improved employment situation, the Joint Board of Mining Engineering Education and Training in 1974 reviewed the question and advised that the intake be increased to 260, even though the facilities for admissions to 305 seats are available in the existing institutes. The entire question of Mining Engineering education is being reviewed in consultation with All India Council for Technical Education in the light of mid-term appraisal of 5th Five Year Plan.

Maintenance of Communal Roster in Government of India Press, Ring Road, New Delhi

3660. SHRI ARJUN SETHI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether no Communal Roster is being maintained in the Government of India Press, Ring Road for Scheduled Caste and Scheduled Tribe employees in accordance to the direction of the Home Ministry;

(b) if so, the specific reasons therefor;

(c) number of such employees promoted during the last three years, category-wise;

(d) number of employees belonging to Scheduled Caste and Scheduled Tribe whose probation period have been extended; and

(e) specific reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT): (a) Communal Roster is being maintained in the Government of India Press, Ring Road, New Delhi.

(b) The question does not arise.

(c). The number of employees belonging to the Schedule Castes and Scheduled Tribes, promoted during the last three years ending on 31st March, 1976, is as follows:—

Category	Scheduled Castes	Scheduled Tribes
1. Assistant Inspector (Control)	1	..
2. Upper Division Clerk	5	2
3. Daftry	2	..
4. Sanitary Jamadar	1	..
5. Head Reader	1	..
6. Machineman Gr. III	1	1
7. Mechanic (Lino)	1	..
8. Machine Inker	2	..
9. Proof Pressman Grade II	1	..
10. Section Holder (Case)	1	..
TOTAL	16	3

(d) and (e). The probationary period in respect of 20 employees belonging to the Scheduled Castes, and 5 employees belonging to the Scheduled Tribes, has been extended, because their performance during the probationary period was not considered satisfactory.

Special Cell to look after the interest of SC/ST employees in Government of India Press, Ring Road, New Delhi

3661. SHRI ARJUN SETHI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether a special cell has been constituted in the Government of India Press, Ring Road, New Delhi in accordance with the directions of the Ministry of Home Affairs to look after the interest of the Scheduled Castes and Scheduled Tribes employees; and

(b) if so, particulars thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT): (a) No, Sir, such special cells are not required to be created in each press.

(b) Question does not arise.

केन्द्रीय समाज कल्याण बोर्ड द्वारा संस्थानों को अनुदान

3662. श्री चिरंजीव झा: क्या शिक्षा, समाज कल्याण और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय समाज कल्याण बोर्ड द्वारा वर्ष 1974-75 एवं 1975-76 के दौरान बिहार में संस्थानों को अनुदान के रूप में की गई राशि का जिला-वार ब्यौरा क्या है; और

(ख) सहरसा जिले की किन-किन संस्थाओं को कितनी-कितनी राशि के अनुदान दिये गये ?

शिक्षा, और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में उपमन्त्री (श्री अरविन्द मैताजी) : (क) और (ख) : अपेक्षित जानकारी सभा पटल पर रखे गए अनुबन्ध 1 और 2 पर विवरण पत्रों में दी गई है। [प्रणालय में रखे गये। देखिये संख्या एल.टी. 10819/76]।

विभिन्न केन्द्रीय संस्कृत विद्यापीठों के अध्यापकों के वेतनमान

3663. श्री चिरंजीव झा : क्या शिक्षा, समाज कल्याण और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या देश के विभिन्न केन्द्रीय संस्कृत विद्यापीठों के व्याख्याताओं, प्रवाचकों एवं प्रचार्यों के वेतनमानों में असमानता है ;

(ख) यदि हां, तो उस के क्या कारण हैं ; और

(ग) इस समय प्रत्येक संस्कृत विद्यापीठ में क्या वेतनमान है ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में उपमन्त्री (श्री डी० पी० यादव) : (क) जी, हां ।

(ख) जब कि दो विद्यापीठों के अध्यापकों के लिए विश्वविद्यालय अनुदान आयोग के संशोधित वेतनमानों को लागू कर दिया गया है, अन्य विद्यापीठों में ऐसे वेतनमानों को लागू करने का प्रश्न विचाराधीन है ।

(ग) विवरण संलग्न है ।

विचारण

पाँचों विद्यापीठों में प्रचलित बेतकमान निम्नलिखित हैं :—

दिल्ली तथा इलाहाबाद स्थित केन्द्रीय संस्कृत विद्यापीठ

लैक्चरर/वरिष्ठ लैक्चरर	700—40—1100—50—1300—	मूल्यांकन
	—50—1600 रु०	
रीडर	1200—50—1300—60—1800 रु०	
प्रोफेसर/प्रिंसिपल	1500—60—1800—100—2000—125/2	
	—2500 रु०	

जम्मू, तिरुपति तथा पुरी स्थित केन्द्रीय संस्कृत विद्यापीठ

लैक्चरर	400—30—640—40—800 रु०
रीडर/वरिष्ठ लैक्चरर	700—40—1100 रु०
प्रोफेसर/प्रिंसिपल	1000—100—1500 रु०

Standards for Admission to Higher Institutions

3664. SHRI S. R. DAMANI: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether the standards set for certain categories of students for admission to higher institutions of technical study vary much from those prescribed for the rest, and, if so, the facts thereof;

(b) whether similar consideration is also shown for award of Degrees and, if so, the facts thereof; and

(c) how is the quality of end product ensured to be of real use to the community from such type of Degree holders?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) Yes Sir. Candidates belonging to Scheduled Castes and Tribes are given certain concessions in the minimum percentage of marks required for admission. There is however, no relaxa-

tion as far as minimum qualifying examination for admission is concerned.

The information regarding concession given to other backward classes is being collected and will be placed on the table of the House.

(b) No Sir.

(c) Does not arise.

Adulteration of Milk Bottles of Delhi Milk Scheme

3665. SHRI S. C. SAMANTA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether there is any effective machinery in D.M.S. Organisation to check unauthorised sale of milk bottles by their employees working in the milk depots in mornings and evenings, as well as adulteration of milk with water after opening the covers of bottles and refixing them; and

(b) if so, measures taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) and (b) Yes, Sir. The functioning of the milk depots run by the D.M.S. is inspected and supervised by 23 Field Officers who, besides routine inspection, carry out surprise checking in orders to detect malpractices. To supplement the efforts of the inspecting staff, DMS had sought the cooperation of the token holders to ensure streamlined distribution of milk at the milk depots. 205 Depot Advisory Committees have been organised and registered by the DMS while rationalised distribution of milk has been adopted at 938 depots. This has considerably helped in eliminating malpractices like unauthorised sale of milk by the depot staff. Cross checking of milk tokens with ration cards and other authentic documents has helped to eliminate unauthorised tokens and about 31,000 unauthorised tokens have been seized and cancelled. The DMS also has a complaint cell which works round the clock and all complaints received on telephone or in writing are promptly enquired into and remedial action is taken wherever necessary. Deterrent action is taken against defaulting depot agents.

As regards complaints about adulteration of milk, DMS had received six complaints during the year ending 31st March, 1976 out of which one related to depot staff and the remaining 5 related to home-delivery agents who are not employees of the DMS. In cases where home delivery agents were involved, the DMS advised the token holders to appoint alternative agents to collect milk from the DMS milk booths.

Irrigation Projects in Maharashtra

3666. SHRIMATI ROZA DESHPANDE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) how many irrigation projects are still to be completed in Maharashtra since Third Five Year Plan; and

(b) how many other irrigation projects have been completed by 1974-75?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): (a) 1 major irrigation project spilled over into the Third Five Year Plan from the Second Plan. During the Third Five Plan, 3 Annual Plans and the Fourth Five Year Plan periods, 13 major and 39 medium projects were taken up in the State of Maharashtra. During the same period, 2 major (including the major spilled over Scheme from II plan) and 31 medium projects were completed, leaving 11 major medium schemes as spill over schemes into the Fifth Plan.

(b) During 1974-75, 33 new medium projects were approved. During this year 2 major and 2 medium schemes were substantially completed from amongst the on-going schemes

Fixation of Prices of Agricultural Products

3667. SHRIMATI ROZA DESHPANDE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether while addressing the Indian Farm Education Foundation, the Prime Minister said that high prices for foodgrains have adverse effects; and

(b) if so, how far this would affect the fixing of the prices of agricultural products particularly wheat, paddy and pulses?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHEB P. SHINDE): (a) and (b): The Prime Minister had stated that the prices of agricultural produce cannot be maintained at the high levels reached

during periods of scarcity and any undue increase in prices of foodgrains has inflationary impact on the general price level which does not benefit the farmers. These aspects have been kept in view in fixing procurement/support prices for wheat paddy and gram which have to be remunerative for the farmer but not too high as to have an inflationary effect on the general price level.

Unified Building bye-laws for Delhi

3668 SHRI NAWAL KISHORE SINHA Will the Minister of WORKS AND HOUSING be pleased to state

(a) whether Government have constituted a panel under the aegis of the Indian Standards Institution to formulate unified building bye-laws for the Union territory of Delhi,

(b) if so, when and who are the members of the panel, and

(c) when the work of the panel is likely to be completed and how Government propose to regulate construction of residential houses in Delhi under various authorities such as DDA, MCD, NDMC and Cantonment Board till such time the panel submits its recommendations?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU-RAMIAH) (a) and (b) A Panel was constituted on 19th November, 1975, under the aegis of the Indian Standard Institution to formulate unified building bye-laws for the Union Territory. The constitution of the Panel is given in the attached Statement.

(c) The Panel has completed its work and finalised the draft which has already been sent to the concerned authorities for adoption. Till such time the unified Bye-laws are notified, the existing Bye-laws of the respective local bodies will continue to be in force.

Statement

Panel was constituted with the following membership

- | | |
|---|---|
| 1. Maj Gen Hirkirat Singh (Chairman) | Representing Guiding Committee for National Building Code |
| 2. Shri J. R. Bhalla | Indian Institute of Architects |
| 3. Shri H. U. Bulani
Shri G. R. Ambwani
Shri R. P. Pande | Delhi Municipal Corporation |
| 4. Shri V. V. Boda
Shri A. K. Kar markar | Delhi Development Authority |
| 5. Shri V. P. Chetal
Shri V. N. Vasudeva
Shri R. C. Sabharwal | New Delhi Municipal Committee |
| 6. Shri P. B. Rao | Town & Country Planning Organisation |
| 7. Shri R. S. Sundaram
Shri S. P. Basra | Delhi Fire Service |
| 8. Dr H. C. Visvesvaraya | Institution of Engineers (India) |
| 9. Shri D. Ajitha Simha
Shri V. Suresh | Indian Standard Institution |

Report submitted by Kosi Board of Consultants

3669. SHRI BHOGENDRA JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether a Kosi Board of Consultants was constituted by Government of Bihar which submitted its report through a note dated the 4th September, 1974;

(b) if so, main features thereof and Government's reaction thereon; and

(c) whether it is being proposed to implement the suggestions of the above Board and if so, particulars thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI KEDAR NATH SINGH): (a) Yes, Sir.

(b) and (c) It has been suggested that necessary surveys and investigations to up-to date the Project for construction of a High Dam on the Kosi river at Barakhshetra be carried out.

The proposed dam site is located in the Nepal territory and approval of His Majesty's Government of Nepal would be necessary before undertaking the necessary surveys. Efforts are being made to take up the matter with the His Majesty's Government of Nepal.

Maintenance of Price Line of Food-grains for whole Year

3670. SHRI BHOGENDRA JHA: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) latest position with regard to the procurement of paddy, wheat and other important foodgrains by the various States or Central official or semi-official agencies, State-wise; and

(b) steps being taken to maintain the price line of foodgrains for the whole year at the present level so that the needy peasants having made distress sale are not later fleeced as consumers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SAHAB P. SHINDE): (a) A statement is attached.

(b) In order to maintain the price line of foodgrains the Government have already taken a number of measures like stepping up of the public distribution of foodgrains, dehoarding of stocks and enforcing general fiscal and monetary discipline. Besides, a sizeable buffer stock of foodgrains is being maintained to ensure stabilisation of prices even during a difficult period.

Statement

State-wise procurement of food grains out of 1975-76 crop.

(as reported upto 7th May, 1976)

(Figures in '000 tonnes)

States	Rice (incl. Paddy in terms of rice)	Maize	Jowar	Bajra	Wheat
1	2	3	4	5	6
1. Andhra Pradesh	898	2	..	..	..
2. Assam	224	..	..	..	Neg.
3. Bihar	59	..	..	..	10

1	2	3	4	5	6
4. Gujarat . . .	26	..	..	..	59
5. Haryana . . .	473	1	..	Neg.	210
6. Jammu & Kashmir . . .	41	..	..	..	Neg.
7. Karnataka . . .	146	Neg.	11	..	..
8. Kerala . . .	25	..	..	..	..
9. Madhya Pradesh . . .	264	1	Neg.	..	24
10. Maharashtra . . .	50	..	220	16	8
11. Orissa . . .	160	..	..	..	..
12. Punjab . . .	1176	20	..	Neg.	342
13. Rajasthan . . .	26	1	..	..	16
14. Tamil Nadu . . .	840	..	..	..	..
15. Uttar Pradesh . . .	710	2	..	..	289
16. West Bengal . . .	246	..	..	..	17
17. Others . . .	22	10	..	..	Neg.
TOTAL . . .	5386	37	231	16	985

Neg.—Below 500 tonnes.

Growth of English Medium Primary Schools in Delhi

3671. SHRI R. N. BARMAN: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether there is a mushroom growth of English medium Primary Schools in Delhi which are run on commercial basis and there is hardly any control of the Government with regard to the qualifications of teachers, their emoluments and the syllabi they follow; and

(b) if so, what steps are being contemplated to streamline the education system at the grass root level in Delhi?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND

SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV). (a) and (b) The recognised primary schools run by private managements are regulated under the provisions of the Delhi School Education Act, 1973 and the Rules framed thereunder both with regard to qualifications of teachers and courses of study. The scales of pay and allowances of the employees of recognised private schools other than the minority schools are also regulated by the provisions of the Act. The unrecognised private schools are not covered under the Delhi School Education Act, 1973 because the Act provides for free education for all children under the age of 14 and Delhi Administration have made adequate arrangements for education of all such children.

National Plan for Rehabilitation of Harijans and Adivasis

3672. SHRI P. GANGA REDDY: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government have been urged to formulate a National Plan for rehabilitation of Harijans and adivasis who have been allotted land under 20-Point Economic programme; and

(b) reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHEB P. SHINDE): (a) and (b). The national guidelines on land ceiling urged the State and Union Territories to distribute surplus land by according priorities to landless agricultural workers particularly those who belong to the Scheduled Castes and Scheduled Tribes. The laws and the rules framed under them, as operative in the States and Union Territories, all accord high priority to these two categories of persons in the distribution of surplus land. A considerable proportion of the assistance that is being given under the central sector scheme for short term and long term assistance to the allottees of surplus land is, therefore, being given to members of the Scheduled Castes and Scheduled Tribes. The Chief Ministers' Conference held in March this year also recommended that the state governments, commercial banks and other credit institutions should supplement this effort by providing credit facilities to the allottees of surplus land.

Extraction of Underground Water in Deccan Plateau

3673 SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of AGRICULTURE AND IRRIGATION

be pleased to state whether Government propose to consider creation of hundreds of chimneys for aquapher recharging during monsoon to enable extraction of ground water during summer when seasonal rivers of the Deccan Plateau and Peninsula dry up and the area faces acute water scarcity?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): The question of developing suitable methodologies of the re-charge of aquifer system in the hard rock areas of the Deccan Plateau and Peninsula has been considered by the Govt. of India and a couple of special projects have been taken up in representative areas of Sina and Man sub-basins of the Bhima river basin in the State of Maharashtra and Vedavati River Basin in Karnataka and Andhra Pradesh to go into the question of method of re-charge alongwith its other objectives of quantification of groundwater resources, quality conjunctive use of surface water and groundwater resources. The data to be collected in the Noyil—Amravati—Pounani basin groundwater project in Tamil Nadu and Kerala which has been taken up by the Central Groundwater Board is also likely to throw light on the question of re-charge. The feasibility of recharge by way of recharge wells or any other suitable device will be known after the investigations under these projects are concluded.

Expenditure by Archaeological survey of India on work at Raigad and Pachad

3674. SHRI SHANKERRAO SAVANT: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) amount spent by the Archaeological Survey of India at Raigad and Pachad in Maharashtra during the last three years;

(b) brief account of works completed and still continuing; and

(c) amount proposed to be spent during 1976-77?

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (PROF. S. NURUL HASAN): (a) Expenditure incurred on Raigad and Pachad during the last three years is as under:—

	Raigad	Pachad
1973-74	62,185	Nil
1974-75	1,57,672	2,395
1975-76	97,591	29,342

(b) At Raigad repairs to the five palace complexes of the Ashta-pradhan Wada and to the front wall of Raniwas have been carried out. The palace complexes were also cleared of debris and wild jungle growth. Four rock-cut tanks were desilted for storage of potable water. The walls of the Jagadishwara Temple were strengthened by pointing.

Repairs to the structures of Bazaar-peth and watertightening of the top of the walls of Jagadishwara Temple are in progress.

At Pachad repairs to the breaches in the walls of the fortifications and water-tightening its top and clearance of vegetation and debris are in progress.

(c) Amount proposed to be spent during the 1976-77 is as under:—

- (1) Raigad . . . Rs. 1,00,000
(2) Pachad . . . Rs. 60,000

Damage in Indigenous Fertilizers

3675. SHRI SHANKERRAO SAVANT: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) State-wise quantity of Indigenous fertilisers damaged on account of im-

proper storage and non-utilisation in time during 1973-74, 1974-75 and 1975-76;

(b) whether any attempt has been made to fix responsibility for the damage; and

(c) if so, results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) to (c). The information is being collected from the Ministry of Fertilisers and Chemicals and will be placed on the Table of the House.

Drought Prone Areas programme

3676. SHRI SHANKERRAO SAVANT: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) salient features of the Drought-prone Area Programme;

(b) areas where the programme has been made applicable; and

(c) achievements of the Programme during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) Drought Prone Areas Programme is based on the concept of integrated area development of the Drought Prone Areas of the country. The basic objectives of the Programme are (1) To improve the economy of these areas through a package of infra-structural and on-farm development activities to ensure optimal utilisation of land, water, human and livestock resources of these areas. (2) Development of the weaker sections of the community, namely, the small and marginal farmers and agricultural labourers. (3) Provision of employment both direct wage employment and indirect employment through development.

The basic unit for programme planning will be a watershed. Programme elements in different sectors will be linked with each other and will be designed on the basis of the resource endowment of the area. The financing is by both State and central Government, on 50:50 basis.

The main thrust of effort will be in the direction of restoration of a proper ecological balance in these areas. Some of the important elements which may constitute the strategy for such ecologically integrated development are:—

- (i) Development and management of irrigation resources;
- (ii) Soil and moisture conservation and afforestation;
- (iii) Re-structuring of cropping pattern and pasture development;
- (iv) Changes in agronomic practices;
- (v) Livestock development;
- (vi) Development of small/marginal farmers and agricultural labourers.

(b) List of D.P.A.P. areas is given in the Statement-I laid on the Table of the House. [Placed in Library. See No. LT-10820/76].

(c) Physical and financial achievements of the programme during 1974-75 and 1975-76 (Physical upto December, 1975 and Financial upto February, 1976) based on the latest progress reports received from State Governments are listed in statements 'II' and 'III' laid on the Table of the House [Placed in Library. See No. LT-10820/76].

Linking of Housing Loans with Family Planning Schemes

3677. SHRIMATI PARVATHI KRISHNAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the scheme of housing loans is linked with family planning scheme as appeared in press; and

(b) if so, Government's reaction thereon?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) and (b). There is no proposal for linking housing loans to family planning programme. Some of the State Governments have, however, adopted some measures by way of incentives/disincentives to promote the family planning programme.

Loans for Construction of Houses to Industrial Workers

3678. SHRI S. M. BANERJEE: Will the Minister of WORKS AND HOUSING be pleased to state how much money Government have given as loans for constructing houses to industrial workers, Bank employees, Central Government employees and plantation workers in 1973-74, 1974-75 and 1975-76?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Central Government do not give loan directly to industrial workers, bank employees and plantation workers. Houses for industrial workers and plantation workers can, however, be built under the (i) Integrated Subsidised Housing Scheme for Industrial Workers and Economically Weaker Sections of Community; and (ii) Subsidised Housing Scheme for Plantation Workers, respectively. Both these schemes are being implemented by the State Governments. The former scheme is in the State Sector and it is for the State Governments to allocate funds out of their Annual Plan Outlays for the implementation of this Scheme according to the requirements and priorities determined by them. The Subsidised Housing Scheme for Plantation Workers is in the Central Sector and

the following funds were released to the concerned State Governments during the last three years for the implementation of this Scheme —

1973-74	Rs. 50.30 lakhs
1974-75	Rs. 80.00 lakhs
1975-76	Rs. 80.00 lakhs

The bank employees like other eligible persons can avail themselves of loan assistance for construction of houses under the Low Income Group and the Middle Income Group Housing Schemes. These schemes are also implemented by the State Governments who are themselves competent to allocate funds for the implementation of these schemes according to their requirements and priorities.

Central Government employees are, however, given loan assistance for construction of houses directly by the Central Government. During the last 3 years, the following amount, were given to them as loans for the purpose —

1973-74	Rs. 1044.00 lakhs
1974-75	Rs. 829.98 lakhs
1975-76	Rs. 1971.37 lakhs

Indian Social Work Cadre

367. SHRI VASANT SATHE Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state

(a) whether a suggestion has been made by the Vice-Chancellor of Madras University for establishment of an Indian Social Work Cadre;

(b) if so, contents thereof; and

(c) reaction of Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION, SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI ARVIND NETAM): (a) and (b). The Vice-

Chancellor of Madras University spoke of the need for the establishment of an Indian Social Work Cadre at the Union and State levels, while delivering the inaugural address at a seminar on Social Work Education and Development of Weaker Sections held at Madras in December 1974 when he was the Director, Madras Institute of Development studies, Madras

(c) There is no such proposal under the consideration of Government

Expenditure on Enquiry Committee on Bharat Sewak Samaj

3680 SHRI VASANT SATHE Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) expenditure incurred on the Enquiry Committee on working of Bharat Sewak Samaj upto date; and

(b) progress made in regard to follow up action?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) A sum of Rs. 10,44,511/- was spent upto 31st March, 1975.

(b) Printed copies of the Report, after being laid on the Table of the House alongwith allocation of paragraphs and guidelines, were sent to the Central Ministries and State Governments for furnishing comments on the portions with which they were concerned. All efforts are being made to get the required information expedited from them. However, a Memorandum of Action taken on the report is being prepared for laying on the Table of the House at an early date on the basis of available material.

House Building advance to Employees of Autonomous Bodies

3691. SHRI S. M. BANERJEE: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the House Building Advance is not given to the employees of the various autonomous bodies under the administrative and financial control of the Ministries concerned for construction of houses on the plots allotted to them by the Delhi Development Authority;

(b) if so, reasons therefor; and

(c) sources from which these employees can get advance for construction of houses on plots allotted to them by the Delhi Development Authority or for the purchase of flats on cash-down or hire-purchase basis?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT): (a) and (b). The scheme for the grant of house building advance administered by the Ministry of Works and Housing is limited to Central Government servants and officers of All India Services. As the employees of the various autonomous bodies under the administrative and financial control of the Ministries are not Central Government servants, they are not eligible for grant of house building advance under this scheme.

(c) These employees can get house building advance from their employer if they have any such scheme of their own and if this scheme admits of the grant of an advance for the purchase of flats on cash-down or hire-purchase basis. Alternatively they can take recourse to any other source available to any private citizen viz. from the LIC or from the State Governments under their various housing schemes.

Conditions of animals in Delhi Zoo

3652. SARDAR SWARAN SINGH SORNI: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether conditions of animals in the Zoo at Delhi are deteriorating day by day;

(b) names and numbers of new birds received from foreign countries; and

(c) whether animals are also being transferred from other zoos to Delhi zoo?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHUDAS PATEL): (a) No. There has been no deterioration in the health of animals in the Delhi Zoological Park.

(b) During the period from 1-4-74 to 31-3-76 following birds/animals were received from foreign countries.

(i) Hunting Cheetah from Oklahoma Zoo, U.S.A. 1 No.

(ii) Beisa Oryx from Sri Lanka—2 Nos.

(iii) Guanaco from London, U.K.—1 No.

(iv) Pumas—2 Nos.
Black Swan from Holland—2 Nos.

(v) Goitered Gazelle from Iran—7 Nos.

(vi) Spotbilled Pelican—2 Nos.
Greater Hill Mynas from Burma—4 Nos.

(c) In order to enrich their respective collection of animals and birds all the zoos in the country exchange birds and animals amongst themselves. Similarly, Delhi Zoo is also constantly exchanging birds and animals with different zoos in India. During the course of 2 years i.e. from 1-4-74 to 31-3-76 about twelve exchanges of animals and birds have taken place between Delhi Zoological Park and other Indian zoos.

Legislation on Liquidation of Rural Debt burden

3683. SHRI SOMNATH CHATTERJEE:

SHRI HUKAM CHAND

KACHWAI:

SHRI GADADHAR SAHA:

Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government are considering to initiate legislation to liquidate debt burden on the agricultural labourers and small and marginal farmers;

(b) if so, salient features thereof; and

(c) alternative arrangements, if any, being made to fill up the gap which is likely to widen consequent upon the abolition of the system of money lending by village and professional money lenders?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) and (b). The subject of money lending and money lenders, relief of agricultural indebtedness is included as item 30 in the state list of the VIIth schedule of the constitution of India. In pursuance of the 20-point Economic Programme, Government of India have issued detailed guidelines to the State Governments for taking legislative action for imposition of moratorium on the recovery of debts due from landless labourers, rural artisans, small and marginal farmers and total relief in the case of marginal farmers, landless labourers and rural artisans whose household income does not exceed Rs. 2,400 per annum. Legislative action is also required to be taken for scaling down the debts of small farmers. The above measures relate to debts from the Non-institutional source.

(c) The cooperative credit institutions and commercial banks have to come forward to fill in the gap. A

committee has recently gone into the question of provision of consumption credit to the weaker sections in the context of various debt relief measures. The Committee has assessed the requirements of credit for small and marginal farmers, landless labourers and rural artisans and has made recommendations for meeting these needs.

With a view to augment the existing credit facilities for small and marginal farmers, rural artisans etc. Regional Rural Banks sponsored by Commercial Banks are being set up. One of the main objective of these Banks is to attempt effective coverage of small and marginal farmers, landless labourers and rural artisans.

Sugar Mills in U.P.

3684. SHRI SOMNATH CHATTERJEE: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state total number of Sugar Mills in Uttar Pradesh under the ownership and control of private and co-operative sectors, separately, at present?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): There are at present 77 installed sugar factories in Uttar Pradesh. Out of these 52 sugar factories are under the ownership and control of private sector and 8 sugar factories under the ownership and control of the co-operative sector. The remaining sugar factories are under the ownership and/or control of the U. P. State Sugar Corporation Limited, a Public Sector Undertaking of the State Government.

दिल्ली में सरकारी क्वार्टर

3685. श्री मूल चन्द डरा : क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय सरकारी कर्मचारियों के लिये दिल्ली में कुल कितने सरकारी क्वार्टर बने हुए हैं ;

(ख) इन सरकारी क्वार्टरों से प्रतिवर्ष कितना किराया प्राप्त है तथा उन के रखरखाव पर कुल कितना व्यय खर्च होता है ; और

(ग) क्रमशः वर्ष 1974 और 1975 के दौरान उभर क्वार्टरों से किराये के रूप में कुल कितनी राशि प्राप्त हुई तथा उसी अवधि के दौरान उन के रखरखाव तथा मरम्मत पर कितना व्यय किया गया ?

निर्माण और आवास तथा संसदीय कार्य मंत्री (बी के. एच. गौड़ा) :
सामान्य पूल में 42241

(ख) और (ग). (i) वर्ष 1974-75 तथा 1975-76 में सामान्य पूल के क्वार्टरों से प्राप्त हुई लाइसेंस फीस की राशि निम्नलिखित हैं —

1974-75	1975-76
325.48 लाख रुपये	340.13 लाख रुपये

325.48 लाख रुपये 340.13 लाख रुपये

(ii) रखरखाव तथा मरम्मत पर कुल खर्च निम्नलिखित है —

1974-75	1975-76
127.08 लाख रुपये	176.98 लाख रुपये

उपर्युक्त आंकड़ों में, उन भवनों के रखरखाव तथा मरम्मत पर कुल खर्च शामिल है जो सामान्य पूल से निकाल दिये गये हैं तथा रक्षा मंत्रालय और अन्य विभागों द्वारा की गयी है तथा जिन की लाइसेंस फीस की बटुली संबंधित विभागों द्वारा की गयी है ।

Establishment of Nehru Yuva Kendras during Fifth Plan

3686. SHRI VASANT SATHE: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) whether Government have decided to establish more Nehru Yuva Kendras in the country during the current year and cover all the districts by the end of the Fifth Plan;

(b) if so, salient features of the proposals for the current year and for the Fifth Plan; and

(c) particulars of expansion/reorientation programme proposed, State-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) to (c). It is proposed to sanction 50 more Kendras during the current financial year. The Fifth Plan is still in the process of finalisation. These Nehru Yuva Kendras will carry out the same activities which are being conducted by the existing Kendras at present.

The Nehru Yuva Kendras undertake various activities in the areas of non-formal education, vocational training, sports and games, culture, social service and organisation of youth camps. These activities will further be expanded in all the existing Kendras and those proposed to be set up.

Amount demanded by D.D.A. for construction of Houses

3687. SHRI SHASHI BHUSHAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) how much money has been demanded by the Delhi Development Authority for construction of houses during the last three years;

(b) whether the amount demanded/sanctioned was utilised for the same

purposes for which it was demanded or sanctioned;

(c) how much money has been utilized on constructions and salaries; and

(d) how much of it has lapsed?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) It is presumed that the question relates to demands by the Delhi Development Authority from the Central Government during the last three years for construction of houses. No amount was demanded by the D.D.A. from the Central Government.

(b) to (d). The question does not arise.

Hiring of trucks by DDA

3688. SHRI SHASHI BHUSHAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) during the last three years how many trucks were hired by DDA and from which companies/agencies DDA hires trucks;

(b) how much amount has been paid to the truck owners so far; and

(c) Company-wise rates, payments made and total amount paid to each company/Agency?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) to (c). The information is being collected and will be laid on the Table of the House.

Distribution of Fertiliser Imported from West Germany

3689. SHRI SHASHI BHUSHAN: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Government have information that fertiliser worth Rs. 1

crore imported from West Germany, was given to A.V.A.R.D.;

(b) manner in which this fertiliser was distributed and through distributing agencies;

(c) whether some bungling has been done in distributing the fertiliser; and

(d) if so, action taken against such Agencies and names of such Agencies?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNASAHEB P. SHINDE): (a) Yes, Sir. 14885.750 M.T. of Fertiliser was received from the Central Agency, West Germany, for taking up a Project on Rural Works and Minor Irrigation Programme in Mushari and Jamui Blocks of Muza-farpur and Monghyr Districts of Bihar through the Association of Voluntary Agencies for Rural Development (AVARD). No fertiliser as such was released to AVARD.

(b) The Fertiliser was sold to the Fertiliser Pool of the Government of India and a sum of Rs. 1,09,55,653.95 was realised as sale proceeds which was passed on by the Fertiliser Pool to People's Action for Development (India), (a society functioning under the auspices of the Department of Agriculture). In addition, a sum of Rs. 13,44,029 was received in cash from the Central Agency, West Germany through normal banking channels, thus bringing the total funds received for the Project from West Germany to Rs. 1,22,99,682.95. Out of the above amount, a sum of Rs. 78,50,000 was released by PADI to AVARD in 13 instalments between October 1972 to July, 1975.

(c) As pointed out under (a) and (b) above, no fertiliser as such was distributed for implementing the project.

(d) Action will be taken against the concerned Agency if any irregularity is detected.

Theft of Raw Material and Building Material belonging to DDA

3690. SHRI SHASHI BHUSHAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether the theft of raw material and building material belonging to D.D.A. has exceeded over Rs. 3 crores;

(b) out of the same, how many cases have been handed over to the police and in how many cases recovery has been made; and

(c) in respect of the rest, what action is being taken?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) to (c). No, Sir. The D.D.A. has reported that from 1968-69 to the current year, 79 cases of theft (including petty thefts) involving an amount of Rs. 2,51,464 were detected. With the exception of one case, which is being inquired into departmentally, all the other cases were handed over to the Police for investigation and appropriate action under law.

Use of Nuclear Techniques in Agriculture

3691. SHRI P. GANGADEB: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether India's Nuclear Science and Technology is playing an important role in modernising agriculture;

(b) if so, whether many agricultural institutions and universities have applied nuclear techniques in the field of agriculture; and

(c) if so, facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir. Nuclear Science and Technology is playing a useful role in modern agriculture. Both the Indian Council of Agricultural Re-

search and the Bhabha Atomic Research Centre are associated in this activity.

(b) Yes, Sir. Nuclear techniques are being applied in agriculture by several Agricultural Research Institutions and Agricultural Universities in India.

(c) The areas of such applications are (i) induction of mutations in crop plants, (ii) soil fertility and fertiliser use and plant nutrition in field crops, as well as, horticultural crops like mango and grapes, (iii) water use efficiency and ground-water studies; and (iv) estimation of pesticides and fungicidal residues in crops using tracer techniques and (v) basic studies involving physiological and biochemical investigations.

Nuclear techniques have also been used for animal health, like control of lung worm in sheep using attenuated vaccine in Kashmir and in studies of nutritional problems in dairy cattle at the National Dairy Research Institute and the Indian Veterinary Research Institute.

Hostels for Working Women

3692. SHRI DHAMANKAR: Will the Minister of EDUCATION, SOCIAL WELFARE AND CULTURE be pleased to state:

(a) how many hostels are there at present in the country for providing residential accommodation to working women;

(b) whether there are any plans for providing funds/grants-in-aid for construction of more such hostels during 1976-77; and if so, how many and at which cost and at what places; and

(c) which voluntary organisations in the field of social welfare are at present providing such facilities to the working women and what check is effected to see that such organisations utilise the grant-in-aid funds for the purpose for which they are given?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI ARVIND NETAM). (a) Information about the exact number of hostels for working women present in the country is not available. However, assistance has been provided for construction/expansion of 87 hostels by the Government of India upto 31st March, 1976 in addition to the assistance provided by the Central Social Welfare Board for the maintenance of 48 such hostels.

(b) A provision of Rs 60 00 lakhs has been made for this purpose during the year 1976-77. Special preference in providing such assistance will be given to cities with population of two lakhs and above where such facilities do not already exist.

(c) A Statement showing the names of organisations given grants for construction/expansion of hostels for working women is laid on the Table of the House [Placed in Library See No LT-10821/76].

The proper utilisation of funds by organisations is enforced through release of grants in instalments after obtaining audited statements of expenditure from Chartered Accountants for each instalment. Moreover, the organisations have also to furnish 'completion certificates' from the State Public Works Department. The hostels are also visited by Officers of the Social Welfare Departments of the States and by the Officers of the Government of India.

Construction of Multi-Storeyed Buildings in New Delhi

3493. SHRI BIRENDER SINGH RAO: With the Minister of WORKS AND HOUSING be pleased to state-

(a) policy of the Government regarding the construction of multi-storeyed buildings in the India Gate and Connaught Place Areas of New Delhi,

(b) names of owners of Multi-storeyed buildings, in these areas which have come up during the past 3 years,

(c) authorities which sanctioned these buildings, and

(d) estimated expenditure incurred on each building?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH). (a) In order to control the sky line, check haphazard urban development and ensure provision of adequate infrastructural facilities, the Government in November 1971 imposed a ban on construction of multi-storeyed buildings (more than three storeys) in New Delhi area, pending formulation of detailed redevelopment proposals.

(b) As per the attached Statement

(c) Plans for multi-storeyed buildings are required to be approved by the NDMC as the local body and the L & D O as lessor. While NDMC have sanctioned building plans in all cases, in some cases the L & D O has not approved the plans under the terms of the lessee.

(d) Not known.

Statement

MULTISTORIED COMMERCIAL OFFICE BUILDINGS

Sl. No.	Premises No.	Name of the Owner/Promoter
<i>Barakhamba Road</i>		
1 15		M/s. Hansalya Properties
2 18 (Kanchanjunga)		M/s. Kailash Nath & Associates.
3 24		M/s. Rajeshwar Nath Vishwa Nath & Others.
4 26 (Nirmal Tower)		M/s. Cycle Equipments Pvt. Ltd.
5 26-A (Akash Deep)		M/s. Churanj Lal & Others
6 27		M/s. New Delhi Hotels.
<i>Barakhamba Lane</i>		
7 7, 8, 9		Food Corporation of India
<i>Kasturba Gandhi Road</i>		
8 16 (Ansal Bhawan)		M/s. Ansal & Saigal Properties
9 18-20 (Hindustan Times)		M/s. Hindustan Times
10 19 (Surya Kiran)		M/s. Ansal & Saigal Properties
11 23 (Himalaya House)		M/s. Loknath & Co.
12 24 (USIS)		American Embassy.
13 25 (LIC)		Life Insurance Corporation
14 26 (Kailash)		M/s. Abaskar Construction
15 Asia House		C.P.W.D.
<i>Parliament Street</i>		
16 4		Press Trust of India
17 11		State Bank of India
18 16		Bank of Baroda
19 118 (Parliament Sectt. and Extension)		C.P.W.D.
<i>Connaught Place (Middle Circle)</i>		
20 M-4 & 5		M/s. Punj Sons
21 E-13-29		M/s. Pearce Lal & Sons
22 5-A 'M' (Nestle House)		The Christian Service Agency
23 H-11		M/s. Mukha Mal & Sons
24 F-Block (National India Unit)		Life Insurance Co.

Farmers Training Centre in Kerala

3694. SHRI N. SREEKANTAN NAIR: Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether Kerala Government have requested to Central Government for establishment of 6 more Farmers Training Centre in Kerala out of the 50 new centres proposed to be established in the country during the Fifth Plan Period; and

(b) if so, decision taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SAHAB P. SHINDE): (a) Yes, Sir.

(b) During the Fourth Plan, out of the 10 districts in Kerala, 4 districts were provided Farmers Training Centres. During the Fifth Plan period, apart from the four centres, one more will be established. Due to financial constraints, it may not be possible to provide Kerala with more Farmers Training Centres during this Plan period.

Private Cashew Plantation in Kerala

3695. SHRI N. SREEKANTAN NAIR:
SHRI RAMCHANDRAN KADANNAPPALLI:

Will the Minister of AGRICULTURE AND IRRIGATION be pleased to state:

(a) whether in a report of a Member of Planning Commission, it has been indicated that there are good prospects for private plantations of cashew in Kerala;

(b) whether based on this report the State Government of Kerala have submitted a scheme for raising cashew

plantations in 25,000 hectares of private land during the remaining three years of the Fifth Plan Period; and

(c) steps taken by Central Government to give clearance to the Scheme as a Centrally sponsored one?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI PRABHU-DAS PATEL): (a) Yes.

(b) Yes.

(c) The details of the Scheme are being processed.

Working Girls Hostel on Kasturba Gandhi Marg, New Delhi

3696. SHRIMATI PARVATHI KRISHNAN: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) number of working girls staying in Working Girls' Hostel on Kasturba Gandhi Marg (Curson Road), New Delhi;

(b) the basis on which rents were fixed for different categories of rooms;

(c) whether rents have been revised and increased recently; and

(d) if so, the facts thereof?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) 123.

(b) to (d). The licence fee in respect of the various suites in the Working Girls Hostel prior to 1st April, 1970 was fixed on ad hoc and subsidised basis as indicated below:—

	Eligible	Ineligible
	Rs.	Rs.
3 seater room	13.20	79.20
2 seater room	8.80	52.80

With effect from 1st April, 1975 the licence fees in respect of the suites in the Working Girls Hostel in occupation of Central Government employees have been revised on the basis of a pooled unit rate FR 45A, to Rs. 31.00 for 3-seater rooms and Rs. 27.00 for 2-seater rooms. With effect from 1st February, 1976, the licence fees recoverable in respect of the suites occupied by the working girls employed in Government undertakings and private organisations etc. have also been revised; this revision is in accordance with the provisions of FR 45-B and works out as follows:—

	Girls employed in Govt. Undertakings etc.	Girls employed in Private organisations etc.
3 Seater room	121.00	141.00
2 Seater room	104.00	121.00

Civil Amenities Provided to people shifted to Kalyanpuri, Trilok Puri and Khicharipur Colonies

3697. SHRI ISHAQUE SAMBHALI: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) number of families shifted to Kalyanpuri, Trilokpuri and Khicharipur Colony-wise;

(b) number of tube wells and latrines provided in each colony;

(c) whether Government are aware that in many cases tube wells are not working and people have to face difficulties in getting drinking water;

(d) whether Government are aware of the danger of rain water flooding colonies like Kalyanpuri as they are on low level and there is no arrangement for draining out of rain water; and

(e) if so, steps being taken in this regard?

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): (a) Trilok Puri—About 13,000.

Kalyanpuri and Khicharipur—About 8,000.

(b) The three colonies are situated in one contiguous complex. Five tube wells are under construction and five more are being planned for the whole complex. 610 latrines have been provided in these colonies. 336 more latrines are under construction.

(c) Water supply in these colonies is at present arranged through hand pumps and it is not correct that there is any shortage of water supply in these colonies.

(d) and (e). The Delhi Development Authority has reported that the entire Shahdara area is low lying and subject to flooding. However, adequate arrangements are being made to ensure that no flooding takes place in the resettlement colonies.

12 hrs.

PAPERS LAID ON THE TABLE

MADURAI CITY MUNICIPAL CORPORATION (AMENDMENT) ACT, 1976

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI H. K. L. BHAGAT) I beg to lay on the Table—

A copy of the Madurai City Municipal Corporation (Amendment) Act, 1976 (Hindi and English versions) (President's Act No. 20 of 1976) published in Gazette of India dated the 29th April, 1976, under sub-section (3) of section 3 of the Tamil Nadu State Legislature (Delegation

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of Powers) Act, 1976. [Placed in Library. See No. LT-10814/76].

PUBLIC WAKFS (EXTENSION OF LIMITATION) TAMIL NADU AMENDMENT ACT, 1976

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI SHAHNAWAZ KHAN): I beg to lay on the Table—

A copy of the Public Wakfs (Extension of Limitation) Tamil Nadu Amendment Act, 1976 (Hindi and English versions) (President's Act No. 14 of 1976) published in Gazette of India dated the 17th April, 1976, under sub-section (3) of section 3 of the Tamil Nadu State Legislature (Delegation of Powers) Act, 1976. [Placed in Library. See No. LT-10815/76].

TAMIL NADU CULTIVATING TENANTS PROTECTION (AMENDMENT) ACT, 1976

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND IRRIGATION (SHRI ANNA-SAHAB P. SHINDE): I beg to lay on the Table—

A copy of the Tamil Nadu Cultivating Tenants Protection (Amendment) Act, 1976 (Hindi and English versions) (President's Act No. 18 of 1976) published in Gazette of India dated the 17th April, 1976 under sub-section (3) of section 3 of the Tamil Nadu State Legislature (Delegation of Powers) Act, 1976. [Placed in Library. See No. LT-10816/76].

CERTIFIED ACCOUNTS OF INDIAN COUNCIL OF HISTORICAL RESEARCH FOR 1972-73 AND STATEMENT FOR DELAY

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE

DEPARTMENT OF CULTURE (SHRI D. P. YADAV): I beg to lay on the Table—

(1) A copy of the Certified Accounts (Hindi and English versions) of the Indian Council of Historical Research for the year 1972-73, under rule 44(d) of the Memorandum of Association and Rules of the Indian Council of Historical Research.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the above document.

[Placed in Library. See No. LT-10817/76].

12.08 hrs.

*DEMANDS FOR GRANTS, 1976-77—Contd.

MINISTRY OF TOURISM AND CIVIL AVIATION—contd.

MR. SPEAKER: The House will now take up discussion and voting on Demands No 89 to 92 relating to the Ministry of Tourism and Civil Aviation, for which four hours have been allotted.

The hon. Members present in the House, who desire to move their Cut Motions may send slips to the Table within fifteen minutes, indicating the serial numbers of the Cut Motions they would like to move. The Minister will be called at 3.15 p.m.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in

*Moved with the recommendations of the President.

the second column thereof against Demands Nos. 89-92 relating to the Ministry of Tourism and Civil Aviation."

[Demands for Grants, 1976-77 in respect of Ministry of Tourism and Civil Aviation]

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 23-3-1976		Amount of Demand for Grant submitted to the vote of the House	
		Revenue	Capital	Revenue	Capital
1	2	Rs.	Rs.	Rs.	Rs.
89	Ministry of Tourism and Civil Aviation	7,96,000	.	39,78,000	..
90	Meteorology	1,87,89,000	33,87,000	9,39,43,000	1,69,33,000
91	Aviation	4,46,84,000	4,23,80,000	22,34,19,000	21,19,02,000
92	Tourism	64,32,000	71,23,000	3,21,57,000	3,56,17,000

SHRIMATI PARVATHI KRISHNAN (Coimbatore): Sir, in speaking on the Demands of this Ministry, I would first like to say that we have definitely made some progress as regards both Tourism and Civil Aviation.

But, Sir, I would like to draw the attention of the House to the fact that in the process of modernization of the airports, we are having a most peculiar procedure. Because we find that our airports never keep up with the modernization that is taking place throughout the world. There is never a long-range perspective; and we find ourselves, when we think that we have got a very modern airport, that we are ten years behind all the other world airports, which have caught up and gone far ahead. I cannot understand why we should be having all these experts who only go after what has already taken place 5 or 10 years earlier in the other countries. When we want to compete in tourism; when we want the most modern aircraft, our airports are not adequate to deal with the modern aircrafts. For instance, when the airbus purchase was being considered,

the Airlines gave an assurance—and it was one of the conditions—that there would be no extra expenditure in any of the airports, to meet requirements of the traffic being handled by the air bus. We now learn that modifications are going on in a slow manner; and that even the carrier belt is to be changed. I do not know why we are carrying on in this way. Surely, there is enough expertise throughout the world for us to draw upon. There is enough experience for us to draw from, in order to see that we keep up with the modernisation that is taking place, within our country also.

Similarly, there is a lot of wastage. I learn that in most of the advanced countries of the world 80 per cent of the airfield is paved area whereas in India it is only 20 per cent. When we have got to catch up with 80 per cent, we find that, even in the emergency period, last year in the Palam Airport the mosaic flooring was changed to Kotah stone. Is this the way you deal when the emergency? Is this the way we bring up the airports that we are bothered more about whether it is mosaic flooring or Kotah stone and not bothered about bringing the

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airport up to the specifications of a really modern airport?

With regard to safety, in some airports, I am told there are no crash tenders with the required capacity of foam and water required for the Boeing 737. In Khajuraho; for instance; which is an important tourist centre; while I do not want to create a sense of panic; I am told that there are only two jeeps to fight the possibility of a fire. So; the poor passengers who get into the Boeing have to be armed with the Quran, or the Bible or the Gita in their hands and hope for the best.

The whole problem is that of purchase of CFTs. Why is it that you have been delaying the decision about the CFTs? Since 1969 this question has been hanging fire. You have got a tender from Tatra of Czechoslovakia. But you have got interested parties wanting to go in for these CFTs from Australia and Holland. You find that from Tatrass you are able to get them upto the specifications laid down by KAO. In spite of that, you want to go in for the Austrian one, which has a capacity of only 800 gallons, whereas Tatrass have got 1200 gallons. The Tatrass cost Rs. 7-1/2 lakhs which have got to be paid in rupees, which means no drain of foreign exchange while the others cost Rs. 15½ lakhs to be paid in foreign currency. When you have got this offer and when they have got the stock for ready supply, why this delay? Why are you so absolutely meagre in the allocation of resources, resulting in such paucity of fire-fighting equipments in your airports?

Now we have got 8 track-type fire tenders from Canada, which run at 8 K.M per hour. They are not being used in any airport in the world at all and yet we purchased them at a cost of Rs. 20 lakhs each. Why should we go in for this kind of thing, which is a drain on our slender foreign exchange resources? When we really need equipments for hospitals, or for

our heavy industries or for other spheres of developmental activities we are told that there is a shortage of foreign exchange? Therefore, the Ministry of Civil Aviation have got to pull up their socks, if they have any socks, and they have got to deal with this problem of safety device immediately and ensure that they are according to ICAO standards. You have to keep the national interest in mind, see to it that there is the minimum drainage of foreign exchange and accept the most advantageous tender, rather than merely asking for global tenders again and again while you lackeys in Austria or Holland are having a free time, trying to influence the various officers that are there.

As far as the International Airport Authority is concerned, at the time the Bill was being discussed, Dr. Karan Singh gave an assurance here that the setting up of this Authority would create new avenues of promotion for the Civil Aviation Department employees, who are experts in handling air traffic control. What do we now see? We now find that one after the other, IAF personnel are being drawn into this organisation, which is demoralising the employees of the Civil Aviation Department. The people who are drawn from the IAF have experience of dealing with fighters and bombers, but they do not have the background experience of handling civilian air traffic control. You have got your expertise, your very skilled officers in your own department, and yet you go and draw somebody from somewhere else, who comes for two years, introduces his own new idea and then—goes away. Then another person comes and tries his own idea, ignoring whatever has happened before him I have nothing against the IAF officers. We are proud of them. We know what a tremendous piece of work they have been attacked. At the same time, done any time. Our country has let us not give them too much of responsibility, because there is a vast difference in work

between the IAF and the civilian air traffic control. When you have got your departmental people who are there from the beginning, gaining experience day after day, why do you not see that they are promoted to further positions of responsibility as Dr. Karan Singh assured us when the discussion on the International Airport Authority took place?

The Pay Commission also recommended that the Assistant Aerodrome Officers' posts should be filled through departmental promotion. Here again, I am told that there is the Tata Committee going into it. I do not know why. Tata seems to be the be-all, end-all and know-all as far as aviation in India is concerned. Surely when the Tihrd Pay Commission has already gone into it in great detail, and the Government has thought fit in so many spheres to accept their recommendations, why should you have here a new committee coming in? Therefore, if—I say 'if'; I hope it will not happen—such a committee is there and it makes recommendations, I hope you will do nothing about those recommendations without consulting the JCM about it.

Lastly, you must think of your employees. You do so much of modernisation, so much of building. You may not believe it, but if you go to Palam—perhaps when you, Sir, go, they will not be there, I do not know—you will find that there are eight employees working in a room—this is the way in which they are neglected—which is a store room, which has no ventilation, no fan. We are sitting here in air-conditioned splendour. It might be difficult for us to understand what it means to them. But this is the way in which the employees are dealt with. When you talk of the emergency, when you talk of a commitment, when you talk of a national perspective, don't you think that the efficiency of the employees would be much greater if they are also given conditions where

they can work better? Our discussions here reach a particular level. I wonder whether we would reach that level if we were shut in a room without a fan. First of all, you would have the problem of quorum. And, I do not know what the Ministers would do.

With regard to tourism, I would request the Ministry not to give us misleading figures. We are given figures in regard to the increase of tourist traffic, but what is the base taken? 1971. But everybody knows that 1971 was a year of great disturbance, the year of the liberation of Bangla Desh, the year when Pakistan attacked us. Therefore, tourist traffic then obviously was not what it might have been. With that base you say that you have achieved so much. I think that is misleading. I do not deny that there has been some progress, but surely you must be much more open with the figures that you give to Parliament, so that we can really analyse them in a proper manner and come to our own conclusions. But to-day I am at a loss. I do agree there is that much of an increase, I appreciate that there is an increase in our foreign exchange earnings, but I would like to know what exactly the increase is. Why take 1971 as the base? Take a normal year when there was normal tourist traffic.

As far as the ITDC hotels are concerned, there is no doubt that they have improved. Some of them have come out of the red and they are progressing, but at the same time, there is friction between the management and the workers. Why is it that the Ministry cannot see that this friction is overcome? In one Government Department after another, after the emergency, the Ministries have worked with a sense of emergency and brought about a certain lowering of the friction between the management and the workers. Whereas in ITDC, in which we are vitally interested, we find that this has been neglected. The workers are asking

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what has happened in the emergency to some of the enquiries that had been set afoot with regard to various malpractices and irregularities of certain officers. Unless you take up these things and see that these problems are dealt with, the friction will continue. The ITDC is no doubt progressing, but if you tackle these problems with a sense of emergency, you can progress much faster.

And you will find that the public sector would certainly be at the mercy of the private sector. On the other hand, instead of the public sector growing from strength to strength as rapidly as it should, as rapidly as it can, you will find that you are giving the private sector an assistance by way of loans.

For instance, you find that loans to the hotels have been given from the inception of the scheme in 1968. The amount today stands at Rs. 925.54 lakhs. Had this amount of Rs. 925.54 lakhs been invested in the public sector—ITDC's chain of hotels—we would have got a return on it because you find that the public sector takes these loans, build hotels and make fabulous profit. For instance, let us compare Ashoka Hotel with Oberoi Hotel. In Ashoka Hotel, they charge Rs. 175 per day, whereas in the Oberoi Hotel, they charge Rs. 275 per day. So, you keep on giving loans to these people who charge the public such enormous rates. Therefore, instead of this financial assistance being channelised to the private sector, the public sector should be strengthened and your organisation should be streamlined so that you have a better showing next year to bring before Parliament.

With regard to tourist literature, I would like to make one point. The Department of Tourism has the expertise and tourist literature. As far as ITDC is concerned, you will find that they are bringing out tourist

literature which is totally inadequate, defective and inaccurate. As far as the Department of Tourism is concerned, you will find any number of complaints from the travel trade agencies who have been sending in their criticism to the complaint cell. What has been done about those complaints. And therefore, I would say that when you have got experts of 28 years of standing in your Department of Tourism, the tourist literature should be produced by that Department. If it is done, I think it would certainly be more effective. As far as the complaints are concerned, I think that there is a difference when they do that.

With regard to the Department of Tourism, the post of the Director-General is either lying vacant or you have a Director-General who comes for a very short time and then he is transferred to some other department, because it is linked up with your IAS Cadre. Why is it that you cannot have also departmental promotions? You have your Assistant Directors and Deputy Directors. They have been there for years; they know the ins and outs of the tourist trade and the whole problem of tourism. In spite of all this, there comes an IAS officer on top of them. Then he is only busy in examining what his predecessor did. If he happens to bear a grudge against his predecessor, he wants to change the whole thing. All sorts of things are happening. I don't see why you should have this kind of procedure. In fact, I think this whole question of deputationists should be gone into very seriously. The deputationists should go back and the departmental people should be given proper encouragement. You have got experts and you should see that you make the fullest use of those experts.

As far as various tourist offices are concerned, I am sorry to say, when I was going through this Report, I found that your idea of tourism is such that it is totally West-oriented.

It may be possible that those who want to go and work in those offices prefer those countries. Here in the Report is a list of your tourist offices which are in New York, San Francisco, Chicago, Toronto, London, Geneva, Paris, Frankfurt, Brussels, Stockholm, Vienna and Milan, Tokyo and Kuwait. In the East don't we want to have close relations with countries who are friendly to us there? Don't we want tourists to come from there? We have our Indian tourists wanting to go to Thailand, to the Philippines and to other places. We have one shopping centre in Tokyo, one in Singapore and one in Kuwait.

With the gulf countries becoming closer to us, our cultural trade relations are growing with them. Why is it that we have only one tourist office in Kuwait? Surely, this has got to be examined. Then you will find that there are countries like Bulgaria and Yugoslavia who have got a very large number of tourists who come to their countries. Would it not be profitable for our country to have tourist offices in those countries so that tourists who come there can visit our various offices, learn more about our country based not on the literature that you are producing but on the literature that I am requesting you to produce and see that tourist traffic will definitely step up? But that should be the manner in which you set up your tourist offices. I think you have to pay more attention to the newly liberated African countries, the Middle-East countries, the Asian countries and also the near-east countries. It is, I think, such a big lacuna in our promotion of tourism by not setting up our tourist offices there in order to cater for those tourists who may be visiting those countries and may be in a position to visit India later on.

With regard to the overseas postings—all those which are in the Tourist Department—I find, the overseas postings are done mostly on an ad hoc basis. The overseas post-

ings are very important because the overseas postings are for those who have got the experience and know-how, who go and generate interest and enthusiasm in the people in those countries and who tap the potential tourist traffic in those countries. Therefore, when you have got the overseas postings only on an ad hoc basis, no procedure, no rules, no proper method of selection, then you cannot get good results. There should be a Selection Committee for interviewing the people and selecting the people who can really deliver the goods when they go abroad. Unless you have that and follow that process, and not have an ad hoc basis, you are not really doing justice to the whole policy of developing tourist traffic.

Ours is a vast country; it is a sub-continent; it is rich in cultural heritage. It has got centres of historical and archaeological interest. At the same time, because of the vastness of the country, you have got the different types of geographical formations and you have also got the places where the people could come either for sea-bathing or for fishing or for mountaineering and so many other things. You have got to have people who will go abroad and make people understand that they can have as fine a mountaineering holiday in India as in Austria, as fine a holiday on the beaches of Kovalam or Juhu as they would have on the beaches of the black sea in Varna. We have got certain areas which no country in the world has. That is why it is extremely important that you have these various tourist offices and you see that the people who have the expertise man those tourist offices. That is why, I say, when you have the Department with talented people, why do you not make use of your talent? Here, we are a country with all this great heritage and we are not able to make other people understand what our heritage is. Therefore, I would appeal to the hon. Minister that they should immediately take up

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this whole issue of setting up various tourist offices in these various countries and find out where tourist potential is, particularly, from the near-east countries, where there is no greenery whereas here in our country there is a lush of greenery.

As far as the Information Assistants are concerned, why is it that you go to the open market for 80 per cent of your recruitment? This is a kind of thing that demoralises the employees. You have got to do something about it. You should assure them and bring in the rules to see that at least 60 per cent of them are from the Department itself because they are growing in the Department. Let them grow further.

As regards the telephone operators, there are two of them and they are to get an increase of Rs. 20 according to the Pay Commission's recommendation. There are two women telephone operators. Therefore, I am specifically referring to this point although there are many other points in regard to the Pay Commission's recommendations that remain to be touched. An increase of Rs. 20 is not being given to them although in all other Government Departments, that increase has been sanctioned and has been given. You spend lakhs and lakhs of rupees on mosaic flooring and Kotah stone at Palam. But you cannot give Rs. 20 increase to two telephone operators in the Department. This is the manner in which your Department functions.

Lastly, I would say that you must have a proper approach not only to our tourist traffic from abroad but also to tourist traffic within the country. Do you not want tourism within the country to be a part of national integration? Why is it that you cannot give concessional rates in the off-season for industrial workers and salaried class of people so that they can go from Assam to Mahabalipuram and from Kovalam to Manipur and Assam and learn about

their own country? If they are given concessional rates, with these concessions that they get on the Railways for holidays, our people will go with families and the Southerner will learn about the North and the Northerner will learn about the South, and this will be a process of national integration. Today, all that the Southerner knows about the north is about their food, when they go to a Punjabi restaurant or a Bengali restaurant. But do they know that Assam is a place that is as glorious as their Mahabalipuram or Kovalam? Do the Manipuris or Assamese know that there is such a beautiful thing as a wide sea-front in the Marina in Madras or in Kovalam? Therefore, I would appeal to the Minister that while tourist traffic from abroad is extremely important as part of our international relations, as part of our foreign exchange earnings and as part of the whole world as it is today, it is equally important that internal tourist traffic should have concessional rates, particularly those who earn Rs. 1000 and under, so that the industrial workers etc. can travel all over the country from Kashmir to Kanya Kumari and learn....

MR. SPEAKER: Farmers also.

SHRIMATI PARVATHI KRISHNAN: Yes, all working people. If they are given concessional rates—for instance, if in Mahabalipuram they are given a cottage for Rs. 10 per day, they can afford to stay for a week, but they cannot afford to stay at Rs. 50 or Rs. 100 or Rs. 200 per day.

SHRI S. M. BANERJEE (Kanpur): I beg to move:—

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to make available eatables and cold drinks to the visitors at reasonable rates at Qutab Minar(2)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to provide a well furnished cafeteria on cooperative basis for the tourists at Qutab Minar (3)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to formulate common cadre of Hindi Translators working in the Ministry of Tourism and Civil Aviation and DGCA (Hqrs.) and revert deputationists against these posts from outside offices and confirm present incumbents of these posts (12)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to review the Recruitment Rules pertaining to the non-Secretarial employees working in the DGCA (Hqrs.) (13)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to confirm all temporary em-staff working in the DGCA (Hqrs.) and the Ministry of Tourism and Civil Aviation who have completed more than 2 years service (14)].

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to maintain properly and systematically the G.P. Fund Account of Class IV employees and Compulsory Deposit Scheme Account of employees of the DGCA and need to issue slips of Account to them as has been done by other offices of the Government of India (15)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Need to send back SAS Accountants in the office of the DGCA to their parent office in terms of the April, 1975 instructions of the Department of Personnel and A.R. and promote UDCs of

the DGCA, trained in Cash and Accountancy, in the resultant vacancies (16)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to convert non-technical ex-cadre posts in the office of the DGCA into ministerial posts and include them in CSS/CSCS in terms of the Department of Personnel orders dated the March, 1972 (17)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to hold regularly the meeting of the office Council (JCM) of the DGCA office as required under rules and to implement the decisions of the office council (JCM) (18)].

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced to Re. 1."

[Failure to implement the instructions contained in the Department of Personnel Memorandum of November, 1972 regarding reservation for Scheduled Castes and Scheduled Tribes in promotions in the office of the DGCA (Hqrs.) (19)].

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to make confirmations in the Grade of UDC in their order of position/place occupied by the employees including those belonging to SC/ST in the select lists/recruitment roster maintained/prepared by the Department of Tourism strictly in terms of Recruitment Rules (20)].

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to take action on the representations of the employees of the Tourism Department including those belonging to SC/ST especially in the matter of confirmation according to the places/positions occupied by them

[Shri S. M. Banerjee]

in the select lists/recruitment rosters (21)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to amend recruitment rules pertaining to Class II posts in the Department of Tourism, such as, Assistant Director, Assistant, Senior Stenographer, Senior Investigator etc. and discontinue direct recruitment as per the recommendation of the Pay Commission accepted by the Government and orders issued by the Government on the subject (22)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to amend recruitment rules for the post of Computer/Junior Investigator in the Department of Tourism with a view to make provision for promotion of Key Punch Operators/Computers working in the Department of Tourism (23)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to send Assistant Directors (Admn.), Assistants and UDCs in the Department of Tourism to various refresher courses conducted by the ISTM as is being done by other offices of the Government of India(24)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to send UDCs of the Department of Tourism to Cash and Accountancy Course conducted by the ISTM with a view to make them eligible for appointment as Accountants in the Department(25)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to remove the discrimination in the matter of pay scales attached to the post of Senior Stenographer in the Department of Tourism by raising it from Rs. 425-750 to 425-800. Thus bringing it at par with the senior ste-

nographers of the Central Secretariat(26)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to upgrade a number of posts of LDCs as UDC in view of the fact that incumbents of such posts are doing work comparable to the UDC and the 3rd Pay Commission has recommended such upgradation in its report(27)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to create more posts of Assistant Directors (Admn.), Assistants and UDCs in the Administrative Division of the Department of Tourism so that staff grievances may be dealt with promptly (28)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to reduce the quota earmarked for limited departmental competitive examination for promotion to the posts of UDCs from 50 per cent to 25 per cent in accordance with the orders issued by the Government of India in this regard recently(29)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to reply to the representations received from staff Unions which is against the instructions of the Government on the subject (30)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to modify the recruitment rules for the post of Information Assistant in the Department of Tourism with a view to provide 30 per cent posts to employees of the Department of Tourism (31)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules for the post of Assistant in the Department of Tourism with a view to

provide 50 per cent posts in the grade for promotion of UDCs as has been done by the Department of Personnel for the Central Secretariat staff (32)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to remove acute stagnation in the grade of Senior Stenographer in the Department of Tourism by providing a selection grade to them (33)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to reduce direct recruitment to the post of Information Assistant from 80 per cent to 50 per cent with a view to give resultant 30 per cent posts in the grade to the employees of the Department of Tourism (34)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to modify recruitment rules to the post of Assistant Director in the Department of Tourism with a view to increase the number of posts reserved in the grade for Assistants and Senior Stenographers(35)]

"That the demand under the head Tourism be reduced by Rs. 100"

[Failure to convert 80 per cent of 3 years old temporary posts of Class II/ Class III/Class IV into permanent posts in accordance with the instructions of the Government on year to year basis (36)]

"That the demand under the head Tourism be reduced by Rs 100."

[Failure to pay special pay to Telephone Operators of the Department of Tourism as per orders of the Ministry of Finance No. 6(15)-EIII(B)/73, dated 20th September, 1974 (37)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to confirm the telephone operators of the Department of Tourism even though they have completed a number of years of service(38)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to confirm Class IV, Class III and Class II employees of the Department of Tourism against the permanent posts lying vacant in these grades since long(39)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to create posts of Selection Grade Daffries in the Department of Tourism as has been done by the other Departments of the Government(40)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to maintain properly and systematically the G.P. Fund Account of Class IV employees and Compulsory Deposit Account of the employees of the Department of Tourism (41)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to issue G.P. Fund Account and Compulsory Deposit Account slips to the employees of the Department of Tourism on early basis (42)]

"That the demand under the head Tourism be reduced by Rs 100."

[Failure to modify the recruitment rules for the post of Assistant in the Department of Tourism (Hqrs.) with a view to reduce direct recruitment to the grade to 50 per cent (43)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to modify the recruitment rules for the post of Senior Stenographer in the Department of Tourism (Hqrs.) with a view to reduce the direct recruitment to the grade to 50 per cent (44)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules for the posts of LDCs in the De-

[Shri S. M. Banerjee]

partment of Tourism for making provision for promotion of educationally qualified Class IV employees of the Department of Tourism as per orders of the Department of Personnel and Administrative Reforms (45)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to amend the recruitment rules relating to the posts of Senior/Junior Investigators and computers in the Department of Tourism in accordance with the instructions contained in the Department of Personnel Memorandum No 2/43/71-CS(II), dated the 23rd November, 1971 (46)]

"That the demand under the head Tourism be reduced by Rs. 100."

[Failure to reply to a large number of representations addressed to the Department of Tourism by the members of the staff on matters vitally affecting them (47)]

SHRIMATI PARVATHI KRISHNAN: I beg to move:

"That the demand under the head Tourism be reduced to Re. 1."

[Failure to encourage tourism among common people by constructing a chain of cheap hotels in different parts of the country (10)]

"That the demand under the head Tourism be reduced to Re. 1."

[Need to provide more tourist facilities in South India (11)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to convert non-technical ex-cadre posts in the office of the DGCA into ministerial posts and include them in CSS/CSCS in terms of the Department of Personnel orders of March 1972 (48)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to confirm all temporary employees working in the DGCA (Hqrs.) and the Ministry of Tourism and Civil Aviation who have completed more than two years service (50)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Need to review the recruitment rules pertaining to the non-Secretarial staff working in the DGCA (Hqrs.) (51)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to confirm Class IV and Class III employees of the Department of Tourism against the permanent posts lying vacant in these grades (52)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure in extending the runway in Coimbatore (Peelamedu) airport to enable Boeings to land (53)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to pay adequate attention to the maintenance of toilets and provide other facilities at the airports (54)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to maintain international standards at Palam Airport of the instrumental landing service and causing hazards to flight operations (55)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs. 100."

[Failure to ensure uninterrupted power supply at Palam Airport(56)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Failure to check the influx of unauthorised persons and non-passengers on the tarmac of airports (57)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to reduce prices of refreshments at airport restaurants and cafes(58)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to improve facilities for onward flights and provide necessary information to passengers within 24 hours of booking(59)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to improve standard of food served on IAC flights and avoid serving of stale foodstuff(60)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to make provision for overnight stay for passengers at Bombay Calcutta and Madras airports when reaching late at night and continuing their journey by an early morning flight(61)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to extend Bombay-Rajkot flight to Kandla (62)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to extend passenger bus facilities from Bhuj to Kandla(63)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to connect Ahmedabad and Kandla by air(64)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to increase seating accommodation for passengers at Madras airport before passing through security check(65)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to introduce connecting air service from Bombay and Calcutta to Coimbatore for tourists to Ootacamund, Malapuzha and other tourist centres (66)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Need to provide facilities for tourist accommodation for industrial workers and office employees on concessional rates in hill stations and tourist centres (67)]

"That the demand under the head Ministry of Tourism and Civil Aviation be reduced by Rs 100"

[Failure to maintain properly and systematically the GP Fund Account of Class IV employees and Compulsory Deposit Scheme Account of Employees of the DGCA and need to issue slips of Account to them as has been done by other offices of the Government of India (68)]

"That the demand under the head Tourism be reduced by Rs 100."

[Shrimati Parvathi Krishnan]

[Need to provide tourist facilities in Kodaikanal, Ootacamund and other hill stations in Tamil Nadu (70)].

"That the demand under the head Tourism be reduced by Rs. 100."

[Need to provide tourist guides with better emoluments and conditions of service (71)].

"That the demand under the head Tourism be reduced by Rs. 100"

[Need to appoint housekeepers in all dak and tourist bungalows to supervise the maintenance and running of these bungalows efficiently (72)].

SHRI C. H. MOHAMED KOYA (Manjiri): I beg to move—

"That the demand under the head Tourism be reduced by Rs. 100"

[Delay in constructing Calicut aerodrome (48)].

MR. SPEAKER: The cut motions are also before the House.

SHRI D. P. JADEJA (Jamnagar)
Mr. Speaker, Sir, I rise to support the Demands for Grants for the Ministry of Tourism and Civil Aviation. Before I say anything more, I would like to compliment the Minister and his Ministry for the significant progress made in the developmental activities that have been taken up. I will not go into all the details of the achievements that has taken place, but I would make a few suggestions which I feel are important as far as the development of tourism in India is concerned.

To begin with, I would mention something about Civil Aviation. A few days back, the Minister of Tourism and Civil Aviation, while replying to a question in Parliament, gave a long list of the routes that are being offered

to private operators in the country. It is significant, from the long list given by the Minister and also the long queues that we see at all the booking offices of Indian Airlines that, however good services they may be given, whatever regular timings they may have started keeping up and whatever efficiency they may have shown, they are still not in a position to cope up with the increasing demand of air traffic this country needs today. My humble suggestion is that all those routes which the Indian Airlines are not able to cope up with and where they do not have the capacity to introduce more flights in the near future, should be seriously considered being given to the private operators. Just saying that private operators are allowed to operate such and such a route is not enough; they should be given some sort of a guarantee as to how long they are going to be allowed to operate on those routes. Unless they are given such a guarantee, I don't think any private operator is going to be willing to go and operate on the routes mentioned by the Government. It is very important that in the case of these routes which are given to the private operators, the air-craft that is going to be used by them, should be safe and comfortable enough for flying. So, it is also important that the Government should give very serious consideration to this point and allow these operators to import the modern turbo proposed engine aircraft which can be got on easy payment or instalment basis. That I leave to the Ministry, but my main request is that all those routes on which we cannot operate should be allowed to private operators on more liberal terms

Along with this, there is a growing demand in our country for cargo transportation from one centre to another within the country itself. I would request the Government to consider private operators to carry our cargo from centres like Madras, Cochin and places in Gujarat to places like Bombay and Calcutta where today there is a growing demand of marine products being exported. On account

of lack of transportation facilities, we are not able to earn valuable foreign exchange which is still lying in our cold storages at these three places that I have mentioned. I am sure, the Ministry will give a serious thought and allow private enterprises to develop along with our airlines.

Now a word about Air India. Today, Air India is considered to be the safest airline in the world. We, as Indians, are really proud of it, that Air India is praised in these terms. Not only do they consider it as the safest airline, but they also consider it to be the international airline which gives the best service on flights and on ground. We are proud of that; we are more proud of the engineers and the pilots, because even when on foreign airlines, they have an Indian pilot, they mention that such and such flight is manned by a pilot from India. They compliment the Indian engineers pilots and all those concerned with Civil Aviation and Air India, in particular.

There are certain routes from Bombay and from Delhi to Middle-East operated by Air India, but there are few flights to these places and they are not enough. The statistics will show that Air India Cargo flights going to Middle-East are full and there is no space left in them. The Officers concerned with the cargo transportation are doing a good job, but today the demand for transportation of cargo to the Middle-East has grown tremendously and our exports have gone up so much that these few aircrafts that are operated by Air India are not enough to meet the total demand. Here is another area where Air India should allow private operators to operate from Bombay and from Delhi to Middle-East or operate where Air India does not operate. They may be allowed to operate on these routes, otherwise what is happening is that the overflow of the cargo from our aircraft is going over to the other international airlines and we have to pay in foreign exchange. We will be

doing a service to our country and will be saving a lot of foreign exchange.

Now a word about ITDC. We just listened to Shrimati Parvathi Krishnan mentioning quite a lot about ITDC and I would not like to contradict what she said, but would like to put forward certain facts which are appreciated not only by Indians but by foreigners also.

ITDC has set a new trend in this country. They have set a trend whereby they have taught the hoteliers in India and have shown to the hoteliers abroad what Indians can do. Though ITDC is an Indian enterprise, it can do much more than what foreign experts have been able to do. There was a time some 15 years back, when our hotels used to put up a board outside saying that it was managed by such and such company affiliated with some U.K. or U.S.A. agency. Today, the tourists who come to India do not want to see that board; they would rather see a board of ITDC and would make an enquiry whether it was an ITDC hotel. ITDC hotels have shown what is interior decor as far as Indian decor is concerned. They have shown what is Indian classical music and what are Indian classical dances and what is Indian culture. They have shown what is Indian hospitality. They have shown what is Indian regional food. I compliment the Government, more so the ITDC for having really shown to the foreigner what India really is. But one word against ITDC and that is that though, of course, it was mentioned that ITDC is out of the red—most of their hotels, and compliments to them and they are doing a good job—they should not concentrate only on those areas where tourism has already developed. I will not go against ITDC if they are out of the red, but if they are still in the red but still if they have done a good job in developing a new tourist centre I think that is the real work or the real function of our government or public sector corporations.

[Shri D. P. Jadeja]

Let not the ITDC the Government of India and the State Tourist Development Corporations compete with each other. Let them be complementary to each other....

MR. SPEAKER: The hon. Member's time is up.

SHRI D. P. JADEJA: I will take a few minutes.

The international tourist attraction centres which could be developed and which are new in this country should be taken up by the ITDC. The local tourism, the tourism that is to be encouraged for the Indians, should be taken up by the State Government tourist department.

I will take five minutes more

MR. SPEAKER: I think there are a large number of Congress Members who want to speak....

SHRI D. P. JADEJA: There are less number of members from this side.

MR. SPEAKER: So I would request the hon. Members to confine their remarks to only ten minutes.

SHRI D. P. JADEJA: A word about tourism.

A mention has been made about Spanish literature. A lot of Spanish literature has been published by the Government of India's Department of Tourism. I would only like to know whether this Spanish literature is only restricted to Spain alone or it goes to those 24 Spanish-speaking countries of Latin America and if they are going to Latin America, what is the agency or mode of distribution? I personally feel that these 24 countries are neglected. Out of these 24 Latin/American countries, we hardly get 1 per cent of the tourist traffic. It is not that the tourists do not want to come but we have not been able to reach them nor their organizations which can see to

is that these countries also send their tourists to our country.

An Ecology Workshop was held at Bharatpur and I believe they have come out with recommendations for tourism development in this country, more so on wild-life tourism. I would only like to know whether the Government is going to encourage exclusive wild-life tours in this country or not.

Another very interesting thing is that on page 18 of the report they have mentioned about a Travel Seminar which was held in Yugoslavia in which they have discussed about the ill-effects of mass tourism and its prevention. Here, we are trying to encourage tourism. We are encouraging mass tourism and there is a section in the world who are trying to stop it or come in the way of mass tourism. I would like to know the Government's reactions to this report on the ill effects of mass tourism.

A very vital point about beach development in our country. Beach development does not mean the same everywhere. It does not mean that if you develop Kovalam, the type of tourists that come to Kovalam are going to be the same who are going to come to Lakshadweep because beach development in the world to-day can be categorised in four different ways: (1) those people who come for the sea sports only. They come for entertainment as far as games in the sea are concerned. The second category is those people who come for the sun and the sand and would like occasionally to visit nearabout places. The third category is those who come for a study of the marine life and the fourth category is those who want to be away from the regular life. They want to be away from all the noise of the cities and the entertainments of the cities. They want to be away from people and want to be alone. They want to remain completely secluded. They want to live a simple life and eat simple food. What have we done to develop beach tourism as

far as these four different categories are concerned?

Now, to end, I would like to draw the attention of the Government of India as far as the development of tourism in Gujarat is concerned. Tourism in Gujarat, as far as international tourism is concerned, has come to a complete standstill. Tourists came to Gujarat from Udaipur. I see this has been discontinued. They came to Udaipur and then to Ahmedabad and then on to Bombay.

Tourists will not come from Bombay to Ahmedabad and go back to Bombay only. Only round-the-country tourists came to Jaipur and Udaipur and then went to Ahmedabad and then on to Bombay. Now, they have stopped coming to Ahmedabad. Furthermore, we have the Sasan Gir complex where tourists used to come via Bombay. They used to come to an aerodrome called Keshod. Now that air-field is out of order. I do not know when the government is going to see to it that this air-field is commissioned.

Without this air-field the foreign tourists have stopped coming. I would request the Government to give more consideration to the development of tourism in Gujarat because to-day Gujarat is under the President's Rule.

MR. SPEAKER You should conclude with Gujarat.

SHRI D. P. JADEJA: I want to say a word about Himachal Pradesh and Orissa.

MR. SPEAKER: No. You have already taken fifteen minutes.

SHRI R. V. SWAMINATHAN (Madurai): Mr. Speaker, in India tourism is not looked upon as an important industry. But many countries in the world look upon tourism as an important industry because they earn foreign exchange. All over India—from Arunachal Pradesh to Kanya Kumari and Gujarat to Bengal, we have got natural beauty places and the beauty spots in these places can

be very well developed to attract tourists.

Recently, I had a chance of going round the world. I have visited many countries in Europe, America and many other places in the Far East. Some places are compared with the places in India. Those places are not only small and ordinary but nothing considering the beauty places in India. But they create something interesting over there to attract the tourists.

I went to Los Vegas which is considered to be an important attractive tourist centre in the world. What is this Los Vegas? It is only a rocky place. There is no vegetation. The rain is also scanty. They have to go for nearly 100 miles to have water. But in order to earn foreign exchange they have developed the place and made it an attractive tourist centre. I am not suggesting that our Government should also adopt the same basis as has been done in the case of Los Vegas. At Los Vegas everything that is required by the human beings is being provided. But our tradition and culture will not allow all those things.

If a rocky place like Los Vegas can be made an attractive place for the tourists, why is it not possible to develop beauty spots in India where there is plenty of natural beauty spots?

I happened to meet some of the tourist officers in those western countries. In Toronto (Canada) a south Indian lady is in charge of Indian tourist centre. In Miami (USA) a south Indian is in charge of tourism. I asked them as to why do you not suggest to the foreigners—Canadians and Americans,—to visit Madurai, Trivandrum and Kanya Kumari? They blamed the IAC. They said that the schedule of the IAC was not conducive to them.

When they think of 'south' they have in mind only Madras and Mahabalipuram. After Madras, the tourists want to go to Madurai and then to

[Shri R. V. Swaminathan]

Trivandrum. They are very much interested to see the Meenakshi temple. From there they want to go to Kovalam in Trivandrum. Previously, the air service was from Madras to Madurai and Trivandrum to Bangalore. This service has been stopped. I do not know the reason. Now there is no air connection between Madurai and Trivandrum. A tourist who goes to Madras wants to go to Madurai to see the Meenakshi temple and Tenkudi wild sanctuary and also the Rameswaram island. Thereafter, he would like to go to Trivandrum and Kanyakumari.

I happened to be invited by a Canadian for a dinner in his house. He is a merchant, running a chain of super bazars in Canada. He told me that he was in Madurai only last year. When I said, I am from Madurai, he felt happy. I asked him as to what were the places which he visited from Madurai. He said that he wanted to go to Trivandrum to Kovalam etc. Since there was no air service he could not go there. He had therefore to return from Madurai to Madras. Although he wanted very much to go to Trivandrum, he could not do so. From Delhi, if I want to go to Madurai I cannot go on the same day. I have to stop for and waste one day at Madras. Regarding the IAC's reschedule of timings, the concerned Members of that area should be taken into confidence by the hon. Minister. They should be consulted whether the timings are suitable to them or not. He should look to the convenience of not only the tourists but also the local people.

Regarding food served on the IAC planes is very bad and inferior. But the food supplied by the Air India on its planes is very superior compared to that on any airways in the world. If a foreigner comes from a foreign country to Bombay and catches the next flight to either Madras or Delhi, he finds that he gets a food which is very much inferior. He looks at

our face and we are a bit ashamed about it. Once upon a time IAC was also serving very good food but it was stopped and I do not know why they did that. Then they were not giving anything at all. Then they started giving only coffee or tea; then they began to give some biscuits. Now they are giving bread; I don't know what type of bread it is.

For the air journey from Madras to Delhi I pay Rs. 625. If this is not sufficient to give good food, let this be increased by Rs. 10. When I already pay Rs. 625, I can afford to pay even Rs. 635. This is one thing which I request the hon. Minister to consider. Regarding modernisation of the airports, this is also a thing which should be looked into. It is a very important thing. As far as Madurai is concerned, I want to say this. There was a proposal to take Boeing 737 from Delhi to Madras, Madurai and then to Trivandrum. It could not be done because Madurai airport was not properly developed. For landing Boeing 737. The recarpeting of the runway had to be done, the carriageway had to be lengthened. I have written several letters to the Civil Aviation Authorities. I request the hon. Minister to look into it. The traffic at Madurai airport is increasing day by day and therefore Madurai airport should be strengthened and modernised. There are very many tourist attractions around Madurai, like Thekkedi, Courttalam, Kanyakumari, Rameswaram Island, etc. These are places to which we should give more attention. Night landing facilities should also be arranged at Madurai. This is my request to the hon. Minister.

Regarding Madras airport, it is one of our international airports. Jumbo 747 is already coming once in a week. It may be increased also and airbus is going to be introduced by the end of this year. But the present airport accommodation is not sufficient to accommodate all the passengers. Expansion of the capacity of the airport has to be immediately attended to as

the present capacity is not sufficient. Therefore, proper attention must be given to improvement in this regard and also to give proper facilities there.

As I have already said, when re-scheduling of timings of the IAC is done, the Members should be taken into confidence. Their opinion should be sought whether the timings are suitable or not. You can take them into confidence. For example, if it is Madurai, I can be consulted together with other Members of that area. If it is Trivandrum, Mr. Koya may be consulted and others of that area, as to what is the convenient timing.

With these words, I support the Demands of this Ministry.

श्री श्रीहनुमान इन्साइल (बैरकपुर) : अध्यक्ष महोदय, मैं टूरिज्म और सिविल एविएशन डिपार्टमेंट की मांगों के सिलसिले में दो तीन बातें मंत्री महोदय के सामने रखना चाहता हूँ। आप को मालूम है कि 1974 में इंडियन एयर लाईन में लाकआउट हुआ था। लाकआउट एयरलाइज ने किया था। वह लाकआउट खत्म हो गया। सब कुछ नार्मलाइज हो गया। लेकिन अभी तक आफिशियली लाकआउट नहीं खत्म हुआ। लाकआउट के वक्त जो ऐंटीच्यूट ऐंथोरिटीज की थी अभी तक वही कायम है। कोई कलेक्टिव बारगेनिंग का स्कोप वहां पर नहीं है। रेकग्नाइज्ड यूनियनों से किसी किस्म की बातचीत नहीं हो रही है। इंडिविजुअल लोगों से एयरलाइज बातचीत कर के सारी चीजें कर रही हैं। इस के माने यह है कि कलेक्टिव बारगेनिंग नाम की कोई चीज वहां नहीं है। वह चीज खत्म हो गई। लाल साहब के जमाने में वहां के मजदूरों और कर्मचारियों के अधिकार खत्म हो चुके और वह लाकआउट अभी तक जारी हैं। तो मंत्री महोदय इस के बारे में सफाई करें कि अभी तक आफिशियली लाकआउट बिदवा क्यों नहीं किया गया है?

दूसरी बात यह है कि कलकत्ता एयर पोर्ट इंटरनेशनल एयर पोर्ट भी है, मगर अभी

तक इंटरनेशनल जहाज वहां नहीं उतरते। एयर पोर्ट होटल भी बहुत शानदार बना है और वह इंटरनेशनल एयर पोर्ट भी बना मगर इंटरनेशनल प्लेन वहां पर कोई नहीं उतरते। इस के बारे में मंत्री महोदय से साफ तौर से जवाब चाहता हूँ कि इस की पोजीशन क्या है?

तीसरी बात यह है कि यह चीज बिलकुल ठीक है कि टूरिस्ट होटल जो बने हैं, वह होटल ज्यादा से ज्यादा टूरिस्ट लोगों के लिए जरूर होने चाहिए। वह इस टूरिस्ट डिपार्टमेंट के कंट्रोल में रहने चाहिए और पब्लिक सेक्टर में रहने चाहिए, यह बात ठीक है। लेकिन प्राइवेट सेक्टर के जो होटल हैं और उन को जिस तरह से इन के साथ चलाया जा रहा है उस में बहुत घाघलेवाजी होना है और बहुत पावर का भिस्सूख होता है। इन तमाम बातों को बन्द करना चाहिए मैं एक उदाहरण देना चाहता हूँ। टूरिज्म डिपार्टमेंट ने कलकत्ते में एक रिट्रूज होटल है उसको लाखों रुपये दिए, इस के अलावा और फाइनेंशियल कोरपोरेशन से उस को रुपये दिए गए। वह होटल चौरंगी पर 12 स्टोरी बिल्डिंग में है। उस में हालत कुछ दिनों के बाद यह हुई कि वह लाल बत्ती जलाकर बन्द गए, दीवालिया बन गए और लाकआउट कर दिया। उस का इल्जाम उन्होंने एम्प्लॉईज पर लगाया। वहां पर औरते भी काम करती थी, सडेली तीन घंटे के बाद औरतों की छटनी करदी गई। लाकआउट की सिचुएशन पैदा कर के लाकआउट कर दिया। मैनेजमेंट ने कह दिया कि हम नहीं चला पाएंगे। तीन चार माह तक लाकआउट रहा और मैनेजमेंट ने धन का भी दुरुपयोग किया जिसकी जांच तक नहीं हुई। फिर माफूम नहीं अन्दर अन्दर ही अन्दर क्या मैनिपुलेशन हो गया कि वही मैनेजमेंट फिर चला रहा है। 125 आदमी अभी बाहर हैं। 400 आदमियों में से 125 आदमी बाहर रख कर बाकी लोगों से होटल चला रहे हैं। कुछ दिनों के बाद वह

[श्री मोहम्मद इस्माइल]

कह भी खत्म होने वाले हैं। इस के बारे में मैं मंत्री महोदय से साफ तौर से जानना चाहता हूँ कि यह क्यों है?

मैं इस बात को सपोर्ट करता हूँ कि टूरिस्ट्स के होटल हर एयर पोर्ट पर जरूर होने चाहिए। लेकिन ये प्रांतीय होटल जो बनाये जाते हैं ये बाहर वालों के लिए इंटरनेशनल प्वाइंट आफ व्यू से बनाए जाते हैं, देश के लोगों के ब्याल से नहीं बनाए जाते। मेरा कहना है कि एयर पोर्ट्स पर ऐसे भी होटल होने चाहिए जहाँ हमारे देश के लोग भी रह सकें और कम दाम कम खर्च में रह सकें। इसका इन्तजाम होना चाहिए।

हमके अलावा जो छोटे एयर पोर्ट्स हैं उनके जो आफिसेज हैं उनकी हालत बड़ी दयनीय है। एयर पोर्ट्स बने हुए हैं अब कुछ हैं लेकिन जो आफिसेज हैं वहाँ की हालत यह है कि जो बैठने की जगह है वहाँ गहिया तक फटी हुई हैं। यह ऐसी बाने हैं जिनकी तरफ मंत्री महोदय का ध्यान जाना चाहिए।

तीसरी बात मैं यह कहना चाहता हूँ कि जहाँ तक टूरिज्म का सवाल है, हमारा देश एक ऐसा देश है जहाँ पर टूरिस्ट्स को आकर्षित करने के लिए सभी बातें मौजूद हैं। ऐतिहासिक दृष्टि से हमारे देश में बहुत सी जगहें मौजूद हैं लेकिन उनका प्रचार करने का कोई भी इन्तजाम विदेशों में नहीं किया गया है जिसके जरिए से हम दुनिया के लोगों को उनके बारे में बता सकें। हालांकि बुकलेट्स छपाई जाती हैं, बाहर आफिसेज भी खोले गए हैं लेकिन ऐसे आफिसरों को जहाँ पर भेजा जाता है जिनको प्रोपेक्शा का तरीका नहीं मालूम है। कंजेंटिज की वेबिस पर उनको छाँड़ करके बाहर भेज दिया जाता है। ये आफिसर हमारे देश के

इतिहास को ही नहीं जानते हैं कि इतने देश में कहाँ कहाँ पर क्या क्या चीजें हैं। ऐसे लोगों को जो यहाँ से आफिसर बनाए गए भेज दिया जाता है मैं समझता हूँ बहुत गलत चीज है। इंटरनेशनल टूरिस्ट्स को दिखाने के लिए इस देश में बहुत सी चीजें हैं। हमारे यहाँ बाकुंडा ऐसी जगह है जहाँ पर ऐसी चीजें निकाली गई हैं जिनको दुनिया के लोगों को बताना बहुत जरूरी है। टूरिस्ट्स को तमाम चीजों की जानकारी देकर हम उनको एनहोरमेन्ट दे सकते हैं। लेकिन मैं समझता हूँ इस चीज की बहुत बड़ी कमी है। हमारा टूरिस्ट डिपार्टमेन्ट इस चीज को इफेक्टिव नहीं कर पा रहा है। इन चीजों की तरफ बहुत सोरियसली ध्यान देना होगा। विदेशों में आज नयी नयी एगिजन और आफरिजन न्यूट्रीज लिबरेट हो रही है—यभी मुन्को में टूरिज्म डिपार्टमेन्ट की तरफ से सेन्टर्स घुमने चाहिए जिनके जरिए से वहाँ पर हम देश के बारे में लोगों को बताया जाये ताकि वे इस देश में आये और गहरी चीजों

12.57 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

को देखे। टूरिज्म के जरिए से, एक देश को दूसरे देश के सम्बन्ध में जो जानकारी होनी चाहिए, इसके लिए काम करना है। हमारे देश में तो ऐसी ऐसी चीजें हैं जिनको हम दुनिया के सामने रख सकते हैं और अपने देश की इज्जत भी बढ़ा सकते हैं। लेकिन हमारे देश में ही बहुत से ऐसे लोग हैं जो यह नहीं जानते कि साउथ में क्या क्या चीजें हैं, उड़ीसा में क्या क्या चीजें हैं और कश्मीर में क्या क्या चीजें हैं और वहाँ पर कौसी कौसी जगहें हैं। (अव्यवधान) इसके लिए भी हमें इन्तजाम करना होगा। रेलों के किराये में तो कन्सेशन दिया जाता है उसी तरह से आप भी कन्सेशन बीजिए नभी लोगों को जानकारी हासिल करने का मौका मिलेगा नहीं तो एक छावनी देहात में पैदा हुआ और देहात में ही मर गया उसके पास जमीन थी वह भी खली गई वो

एकीकरण के बाद होकर बहुत बड़ा भया ।
 वहाँ वैशा नृए, कहीं भरे, बाकूम नहीं । राज
 बहादुर जी जानते होंगे, हम नहीं जानते ।
 हम लिये मेरा कहना है कि वर्कर्स को, कामर्स
 की टूरिज्म के मामले में एमकरेजमेंट देना
 चाहिये, उन के लिये कम किराया रखें,
 दूसरी गृहलियतें दें टाकि वे भी अपने हिन्दुस्तान
 को देख सकें । यह आप की जिम्मेदारी थी,
 जिस का आपने पालन नहीं किया ।

मैंने कई बातें आप के सामने पेश की हैं । मैं
 चाहता हूँ कि मंत्री सहोदय इन चीजों का,
 गुस्ता हो कर नहीं, बल्कि सी रियनली सदन
 के तानने जवाब दें ।

13.00 hrs

MR. DEPUTY-SPEAKER. I have to
 make the usual announcement that I
 have received a request from the
 Minister of Parliamentary Affairs that
 in view of the large number of speak-
 ers from the Congress Party, one
 speaker should not be given more than
 10 minutes. They are in the list

SHRI N. K. SANGHI (Jalore). Mr
 Deputy-Speaker, I rise to support the
 Demands for Grants of the Ministry
 of Tourism and Civil Aviation.

There is no doubt that we in this
 country are very much interested in
 tourism, and the very fact that Gov-
 ernment have a Ministry of Tourism
 and Civil Aviation shows that Gov-
 ernment has given a high priority in
 the development of tourism in the
 country.

We are differently placed in the
 matter of tourism in the internation-
 al world. Ours is not just a country;
 we are like a sub-continent. We have
 varying types of climate, long beach-
 es, beautiful monuments the type of
 which the world has not had, fauna
 and flora, people with different habits,
 culture and heritage which no other

country in the world has with such a
 difference. But in spite of this, we
 find that tourism has not developed in
 the manner it ought to have. What do
 we see in other countries?

In Spain, they are able to build
 their national economy with tourism.
 What have we seen in Italy? With
 the revenue from tourism, they are
 able to finance their development
 plans. We have also seen what pros-
 perity a socialist country like Yugos-
 lavia has been able to achieve with
 tourism. But unfortunately in India
 we have not been able to achieve the
 target, in spite of the importance that
 has been attached to it by Government
 and the people. We have to look into
 this aspect, and find out what has lag-
 ged.

Most of the debates on the Ministries
 during this budget session have
 been on a very low key. One of the
 main reasons for this is that we have
 had exceedingly good results in all the
 various Ministries. I am sure this is
 also reflected in the Report of the
 working of the Ministry of Tourism
 and Civil Aviation in the last year.
 They have done much better than in
 the previous years. The results achiev-
 ed are certainly laudable. But
 still, much has to be done, because
 we want to build up our economy with
 tourism. We would like to think in
 terms of building up this economy in
 the coming year; in the coming year
 we should be able to earn foreign ex-
 change to the extent of the outgo of
 our foreign exchange in buying petro-
 leum products. If we can earn that
 much, we can offset the earnings on
 that account in purchasing oil and oil
 products for which we have to spend
 large amounts of foreign exchange.

Anyhow, we have not had a gallop-
 ing development of tourism. It is high
 time we tried to reach this target.
 What have we achieved? In 1975 we
 achieved 4.65 lakhs. The figure for
 1974 was 4.09 lakhs. This is hardly
 half per cent of the total tourists in-

[Shri N. K. Sanghi]

the world of 2000 lakhs. The total foreign exchange revenue on this account is Rs. 18,500 crores and in comparison India hardly earns 100 crores a year. Looking to the magnitude of the foreign exchange that is being spent by tourists in the world, we hardly get 5 per cent. As I said, we are a sub-continent and much more results have to be achieved by us.

We have to promote tourism because it is an industry. It brings income. It is an exercise. It is also a window to the outside world. People come and see this country and return with their impressions. We have seen a lot of adverse publicity for this country since the emergency in the foreign press. But if you go by the impressions of people who have travelled to this country, if you go by the reports of people who have visited this country and seen things for themselves during the emergency about conditions in this country, it is a different picture from that presented by a person who is just sitting thousands of miles away and writing about the Indian situation. A person who has come here and seen things for himself and going back to his country has a different report to give. We would like people to come and see what our country is, what we are really doing to bring out a resurgent India which will have its due place in the world development.

ITDC is doing a lot of work and it has been projecting the figures; I have here some figures regarding the development of hotels in the Fifth Plan. They have built a number of youth hostels and at present they say we have about 15,000 hotel rooms and hope to add about 5000 more rooms during the Fifth Plan, which will total to 20,000 rooms. How do we expect to meet the demand when the percentage of tourists increases from 5 per cent to 2.5 per cent? We want our birth rate to go down by 3-4 per cent and even conservatively if. Our tourism is not going to increase by 3-4 per cent.

I know it is costly to build hotels. But what have you done to provide alternative accommodation? There are times when tourists go to Delhi, Jaipur or Agra and they cannot find any accommodation. We have built five star or three star hotels. It is not such accommodation that some of them want. Let there be an enquiry office in those places; when you have no accommodation for overnight stay in such hotels or other places, let them come there and you must be able to say to them; you can go and sleep here for the night. Mr. Deputy-Speaker, you have travelled all over the world; if you are unable to get any accommodation and if you go to the hotel enquiry office, they will guide you to keep your luggage and allow you to stay with families who have such accommodation; you can have bed and breakfast which is of a good standard. Why can't we have similar arrangements made where the present hotel occupancy is fully occupied? We have stepped up our charges from 100 to 165. The hon. lady member was saying 200 rupees. We are in India; and that way there should be some difference. What is the service charge? You put up your charges. Today the Indian attitude is that if a bearer does something, he expects a tip. It is not like the foreign country where once you pay the service charge, the man will not look at you and even if you tip him he will return it to you. But here he would stare at you and jeer you if you do not pay the tip. We must have some Indian approach. You may have it at 200 or 400; the world can perhaps afford even 500. But let us not go in a fashion in which you will be having a service charge and then a tip. Every man wants a small tip for doing something. If that be so, let us remove the service charges. If somebody gets a service, he would be happy to pay a small tip. That is the difference we should have and let there be an Indian approach to this.

At the Palam airport we have a counter. The person there gets in

touch with the ITDC hotels. The other day I asked him about the availability of rooms. He had no idea about the occupancy; one has to ring up the hotels and find out whether any room is available. He is there, 24 hours' counter is there; at Palam he should be able to say from the occupancy board whether a room is available at Akbar or Ashoka or Janpath, so that he should be able to say: we have a room there, please walk in and these are the charges. Unless we have an occupancy index at the airport there is no reason for keeping this sort of person there. These are small things and they are irritating. If you are in Switzerland or Italy, the hotels are directly connected and linked to the airport and you take the receiver off the hook and you are told whether there is a room or not. He does not have to dial every hotel from the airport. Anyhow, we cannot have that system and we can at least have a man to tell them whether a room is available and if so at what place. We have big hotels. What about the Indian outlook in these places? The charges for meals and everything is the same. Can we not have a cafeteria where we can have something to eat, just like the cafeteria at the Parliament House? We have in Lodhi Hotel a cafeteria which gives Indian meals at a reasonable price. So, we should have a least one cafeteria in the Five Star and other high class hotels to enable people to have Indian style of meals and other dishes at a reasonable price instead of having all the dining rooms in the hotels at a high tariff.

Now, the Air India is doing good work. The way they are projecting their image is very good. They are carrying full capacity. There is no doubt about it. But last year, we had exotic birds which were transported by Air India and most of them died. This had given a bad image. Once the image is lost due to such a happening,—it takes a long time to build it up. Some time back I was in Paris.

There I went to Air India Office and asked them for a seat for Delhi. But they could not tell me whether they could make available a seat. They were lukewarm about this matter and they were not responsive. But if you go to any other Airlines, they would be able to tell you then and there whether a seat is available or not. They are a little apathetic when an Indian visits them. Thereafter I had to travel by Japan Airlines. I feel that the staff should be changed once in three years, so that they do not grow vested interests.

We are told by the Ministry time and again, that the fares charged by the Indian Airlines are comparatively cheaper than the fares charged by the internal Airlines of other countries in the world. Here I would like to mention one thing. The Indian Airlines are always taking the telephone contact number on the tickets issued by them for informing them in case there is cancellation or a delay in the services. But this has never been done. The other day while travelling to Jodhpur, the Avro Aircraft was suspended and we were not informed that the plane would be delayed by six hours. So, there is no purpose in taking the contact number so that there will be no complaints. There should be some special staff posted for this job.

Now, we find that the students are given concessions only when they travel to their home towns. Formerly they were given concession to travel anywhere in India and see the new India, the developing India. When we are talking of Youth forums and Youth development, for educational tours, at least we should give the students this concession. It is only during this educational period that they can travel and see a little bit of India. Once you are employed you have no time and no one can afford it. I request the hon. Minister to restore the student

[Shri N. K. Sanghi]

concession to enable them travel all over India.

Indian Airlines started a scheme to see India on a ticket of 9900 for 14 days and \$375 for 21 days' travel for foreigners. I would like to know how much foreign exchange earning has been made from this scheme. There is no mention in the Ministry's report. This innovation was done for the promotion of tourism for South Asia T. Year 1975. This should be continued. This sort of facility is being given by many Airlines in other countries. Similar facilities, like Euro Rail pass in Europe would go a long way in developing tourism traffic.

Now, I would like to mention one thing as far as development of Rajasthan is concerned. Rajasthan is studded with many historical monuments like Chittorgarh Fort, Dilwara and Ranakpur Jain temples, Siriska Game Sanctuary, Bharatpur Bird Sawai Madhopur Game Sanctuary. At Sawai Madhopur there is a jaiपुर His Highness Lodge which is open occasionally. This should be taken up on lease or brought over so that it can be kept open throughout the year for travellers to take advantage of. Coming to Sawai Madhopur Wild Life Game Sanctuary. In Bharatpur you have not build up the partition wall to save the Bird Sanctuary from urban encroachment. This has been pending for a number of years. If you do not do this, the Birds Sanctuary will get destroyed and the country's wealth lost. We have been talking so much about the development of Andaman and Nicobar Islands, but there is only a twice-a-week service to Port Blair. It is a wonderful place and I plead that there should be regular Boeing service from Calcutta to Port Blair and Car Nicobar to Madras.

The flying clubs in the country are receiving very little attention. They are practically going down the drain. You have spent a lot of money in de-

veloping these flying clubs. Please see that some sort of committee is appointed to see that they are properly looked after and put on a proper keel, so that they may not waste money and our boys may receive proper training there.

With these words, I support the Demands of the Ministry of Tourism and Civil Aviation.

SHRI C. H. MOHAMED KOYA (Manjeri): Sir, I rise to impress upon the minister the necessity of starting the Calicut Aerodrome. Assurances after assurances were given in this House for the last ten years, but no assurance was implemented. I feel that even an assurance given in Parliament has no meaning. The construction of an aerodrome at Calicut is a long and cherished ambition of the people of Kerala. We were happy when the Central Government announced their decision to construct an aerodrome at Calicut as early as 1970 and land acquisition completed next year. But we were disappointed at the continued neglect of the Central Government towards this project. We would like the minister to throw some light on this, except the usual reply of financial stringency!

Calicut, as you know, is an important historic business centre of Kerala. The Malabar area produces cash crops such as pepper, ginger, cardamom, arecanut, coconut, coffee, tea, etc., and it is completely cut off from the outside world in the air map of India. The site for the construction of the aerodrome was selected at Karipur near Calicut and the State Government had already acquired land measuring about 86.5076 hectares required for the project and the land had also been handed over to the Aerodrome Officer, Mangalore. In Kerala, land acquisition itself is a tedious task. Many people have to be evicted. The Kerala Government had spent Rs. 15 lakhs on constructing the approach road to this project. I may remind the minister of the assurances given by him and by his predecessor to construct this aerodrome, but most unfortunately this was excluded from plan-

after plan. The matter is still a subject of discussion between the Ministry of Civil Aviation and the Planning Commission, though this is a scheme that has been included in the draft fifth plan of the Civil Aviation Department. Therefore, I hope and believe that the minister, who knows the problem very well, will make an announcement about the decision of the government to start the Calicut aerodrome.

The present Cochin aerodrome belongs to the navy and we cannot use it always. Government should take steps to acquire land at Edakkatvayal and start a new aerodrome there suitable for Boeings to land. I am told the present proposal is to expand the navy aerodrome so that Boeings may land there. This may be a temporary measure, but as a permanent measure, the government should acquire, land and construct a new aerodrome where Boeings can land.

I must say something about the delay in giving luggage of the passengers especially at the Mangalore airport. Many a time, we miss the train because of the delay in handling the luggage. I think, Mangalore is the only aerodrome where this thing is criminally neglected.

Kerala is an important place in the tourist map of India. The ITDC has developed a tourist resort at Kovalam beach, which is a wonderful place. The Central Government should sanction more schemes for development of other beaches. My friend from Gujarat was telling us about the development of beaches so that foreigners who want a secluded life can come there. There is an area in Cannanore District where European sanyasis come but the Government has not thought of places of tourists for constructing hutments, etc. This place is attracted all over the world for tourist resort but the Government has yet to think about that area. The other place is Kavaratti where Vasco'de Gama landed. All over Kerala, there are very beautiful

beaches. We can take package tourists from Ceylon.

The Kerala Government may not be able to improve local tourism. But the Government of India will be able to earn a lot of foreign exchange if tourism is developed in that part of the country.

Kerala is as beautiful as Hawaii but you do not get more tourists here. If you go to any Indian Embassy, you would not get any information about the facilities of tourism about the areas one would see and for many people India ends with Madras, and nobody knows further. All the dignitaries who get programme from the Government of India, do not get anything about Kerala. If you take a film showing the green lands, beautiful beaches and other important places, and exhibit it all over the world, there is ample scope for attracting so many tourists. Tourism has got a very good scope in Kerala, if the Government of India gives a good publicity to it and also helps the State Government to give facilities to tourists.

I hope and believe that the hon. Minister who knows Kerala very well and who knows that Kerala is next to Kashmir, will do something and help in developing the tourists resorts in Kerala.

श्री बुद्धम्वद बबिलूरहन्ना (किशन-गंज) : मैं आपका शुक्रगुजार हूँ कि मुझे आपने बोलने का मौका इनायत करवाया है। खतवाँ परफामस बजट जो कि इस मिनिसट्री की तरफ से पेश किया गया है उसको मैं खुशामदी कहता हूँ। मैं इस वकस सिविल एविएशन को जेरे बहस रखूँगा। मैंने लिस्ट को देखा है। हमारे इतने बड़े मुल्क में 84 छोटे हवाई अड्डे हैं। ये बहुत नाकाफी हैं। मैंने फिगरज को जोडा। उनके मुताबिक साडे 71 लाख ग्रामियों के पीछे एक छोटा बड़ा हवाई अड्डा है। क्या यह काफी है? मेरी अपनी राय यह है कि लोग बक्न की ग्रहमियत को बहुत तेजी के साथ समझ रहे हैं। कम बक्न

[श्री: मुहम्मद जमीलुर्रहमान]

में लोग उपरान्त काम करना चाहते हैं। इसके लिए यह जरूरी है कि प्रायः लोगों को ज्यादा से ज्यादा सुविधा और सहूलियतें दें। इनके लिये जरूरी है कि एयर सर्विस फ्री क्वीबैसी को ज्यादा-से ज्यादा बढ़ाया जाये। गरजे, मैंने देखा है कि जो रिपोर्ट दी गई है, उसमें सिर्फ 77 करोड़ रुपया रखा गया है। जितनी तेजी से यह मुक्त तरफकी कर रहा है और जितने लोगों को वक्त की ग्रहमियत मालूम हो रही है, उस लिहाज से यह रकम निश्चायत कम है, इसको ज्यादा होना चाहिये। मैं तो यह कहूँगा कि रकम देने में कांझी की गई है।

सिविल एविएशन डिपार्टमेंट की लिस्ट देखने पर पता चलेगा कि इस रकम में एयरो-नोटिकल कम्प्यूनिकेशन्स के लिए 40 करोड़ रुपये हैं, हवाई-ब्रिड्ज की मरम्मत वगैरह के लिये 24 करोड़, हवाई रुट के लिये 9 करोड़ और दूसरे कामों के लिए 4 करोड़ रुपये रखे गये हैं। इतना बड़ा देश है, इतनी बड़ी प्राबादी है, क्या महज यह बोझो-सी रकम इन सब कामों के लिये काफी होगी ? जितनी रफ्तार में यह देश बढ़ रहा है, उसमें क्या यह छोटी-सी रकम कोप कर पायेगी ?

इन हवाई-मार्गों की लिस्ट को देखने से ऐसा जाहिर हुआ कि उसमें एक मात्र बात छूट गई है, या उसको जान-बूझकर नहीं दिया गया है। मुझे याद है, जब मैं इस सदन में नहीं आया था, मैं पूर्णिया में बकालत करता था, जो बिहार में एक छोटा सा शहर है, हमारे राजबहादुरजी को मालूम है चूकि वे नेपाल में अम्बैसेडर रह चुके हैं। पूर्णिया की खास इम्पोर्टेंस है, यह उनको मालूम है। वहाँ पर चूनापुर में मिलैटरी एयरपोर्ट, मेरा जमान है कि 16 करोड़ रुपये खर्च कर के बनाया गया था, जिसका रेडियस करीबन 10 किलोमीटर है। वह एयरपोर्ट फार्मर ईस्ट पाकिस्तान के वक्त की जकरत थीर अफ़ग़ानिस्तान को

समझते हुए बनाया गया था और उच्च मूल्य वाला है भी हमारे रिजर्वेशन कुछ अच्छे नहीं थे। अब जैसे देख रहे हैं, अंगुला देल की लिबरेशन के बाद जापान से हमारे अच्छे रिस्ते बढ़ रहे हैं। उसको मद्दे नज़र रखते हुए मिलिट्री बाकों ने इस एयरपोर्ट को एंबंक्न कर दिया है, और उसके बेराब के तार जो कि चारों तरफ लगे हुए थे, उनकी हटा लिया गया है। वहां पर 250 का स्टाफ था, उन सब को भी उठा कर ले आया गया है, अब 4, 5 का सिर्फ सैकलटन स्टाफ रह गया है।

हमारी ग्राह्य मिनिस्टर मोतरम, जब जब तशरीफ ले गई हैं, तो उनके लिये बोइंग हवाई जहाज बहा पर उतारा गया है, और बहा पर उन्होंने भ्रमण कर के अपनी मीटिंग की हैं। तो वह एक बहुत अच्छा एयरपोर्ट इस्टेन जोन में हैं, बहा पर हवाई सर्विस होनी चाहिये। आपको वहा कोई नया एयरपोर्ट नहीं बनाना है। इसके लिये अगर मंत्री माहब कोई बहाना करे तो मैं उसका कतन कायल नहीं होऊंगा। मेरी धार्ज है कि आप पूर्णिया में एयर सर्विस चलाइये जिससे जहाज बुनापुर के हवाई भ्रष्टे पर उतरेगा, उससे तीन-चार फायदे होंगे। एक तो नेपाल इटरनेशनल बार्डर है, वहा नेपाल की सवारिया मिलेंगी, साथ ही बिहार की सवारिया मिलेगी और इससे एक दूसरे को जानने का अच्छा मौका मिलेगा। इसके अलावा कोई नई सर्विस भी चलानी नही है। आप एयर फ्लाइट नं० 409 दिल्ली से कलकत्ता के लिए ले जाते हैं, जो कि लखनऊ व पटना होकर कलकत्ता जाती है, और बाइस बर्सा इसी तरह जाती है। अब आप इसे वाया लखनऊ, पटना और पूर्णिया होते हुए कलकत्ता और बाइस-बर्सा चलाइये।

जब मैं बहा था, तो ज़ाम श्मरबेक चलता था जो कि जलपाईगुडी से पूरण्या होकर कलकत्ता जाता था। मैं आपको बकीव दिलाता हूँ, उसमें जगह नहीं मिलती थी।

पैसे-अरहने होते हैं कि बैकिंग लिस्ट पर है। फिर कुछ कानूनी बजुहों से उस एक्टवैब का चलना बन्द हो गया। अब प्रश्न है कि अपना इंडियन एयरलाइन्स का जहाज बलाइये, ताकि वहाँ के लोगों को सुविधा और सयदा हो सकें। इस तरह से लोग एक दूसरी जगह आयेगे और जायेगे, इससे हमारी नेशनल इंटिग्रेशन में भी मदद मिलेगी।

इंडियन एयरलाइन्स में बहाली का सवाल बहुत संगीन है। लिस्ट को देखने से ऐसा चाहिए हुआ कि क्लास-3 व क्लास-4 में जो बहालियां हुई हैं, उसमें हमारे कांस्टीट्यूट्स के गारन्टी देने के बाबजूद शड्यूल्ड कास्ट व शड्यूल्ड ट्राइन्स की बहालियां बहुत ही नाकामी हैं। जितना टारगेट उसमें होना चाहिये था, वह इस रिपोर्ट में नहीं दिया हुआ है। हमकी तरफ हमारा और आपका ध्यान जाना चाहिये। मन् 1975-76 की रिपोर्ट के पेज नं० 39 पर देखने से पता चलता है कि बहाली निल के बराबर है, उसकी तरफ ध्यान दिया जाना चाहिये।

नेशनल लीडरशिप ने बारहा कहा है कि प्रकलियत के साथ बराबर का इसाफ होना चाहिये, चाहे पब्लिक सेक्टर हो या कोई दूसरा मसला हो।

डिप्टी स्पीकर साहब, मैंने पहले भी प्रश्न किया था कि पटना में बिहार स्टेट माई-नोरिटी कंवेनशन, जो कि 24, 25 अप्रैल को हुई थी, उसके रैज्यूलेशन नं० 2 की कुछ लाइन पढ़ना चाहता हूँ :-

"This Convention therefore, does emphatically impress upon the leadership for the successful implementation of the re-oriented national policy, the minorities, in particular the Muslim Community as the largest minority, be given adequate representation in the body-politic of the Country, in-

cluding the legislatures the local bodies, the civil administration and quasi-administration organisation."

मेरी प्रश्न है कि श्री राज बहादुर इस बात को देखते-नजर रखें और न तबकों के साथ इन्साफ करें। अगर हम बोट प्राक्र डाइ-रेक्टर्ज की लिस्ट को देखें, तो बड़ी नाउम्मीदी होगी। उस में ऐसे पब्लिक रिप्रेजेन्टेटिव्स आने चाहिए जो प्रबाम की भलाई के बारे में सोच सकें।

जहां तक डामेस्टिक सर्विस का ताल्लुक है, उस की सर्विस तो अच्छी है, लेकिन मेरा ख्याल है कि खाने का स्टफ ढाबे के खाने की तरह है—शायद ढाबे में कुछ अच्छा ही खाना मिलता है। इसलिए यह जरूरी है कि खाने में कुछ इम्प्रूवमेंट लाई जाये, ताकि सवारियों को सैटिसफैक्शन हो।

जहां तक एयर हास्टेसिज की बहाली का ताल्लुक है, मैंने देखा है कि ईटन ज़ोन की लड़कियां बहुत अच्छी सेहत की और मजबूत और खूबसूरत हैं, लेकिन उन की बहाली बहुत कम होती है। मेरा इशारा आसाम, अरुणाचल प्रदेश, मेघालय, मिज़ोरम और नार्थ बंगाल के इलाके की तरफ है। वहां की लड़कियां बहुत तंदुरुस्त, मजबूत, लायक और तालीम-याफ़्त होती हैं। इसलिए उन को दूसरों के बराबर मौका मिलना चाहिए। इस वक्त तो वहां की लड़कियां खाल-खाल ही नजर आती हैं।

इस में कोई मुबह्ता नहीं है कि टूरिज्म बड़ा है। लेकिन जरूरत इस बात की है कि फारेन टूरिस्ट्स को कुछ फ़ैसिलिटीज दी जाये। इस वक्त कस्टम्ज में इतनी वडाई से चैकिंग होती है कि टूरिस्ट्स का नाक में दम हो जाता है। यह बात तय कर देनी चाहिए कि फ़ोरेन टूरिस्ट इतना सामान ले कर आ सकेगा और इतना मामान वाहर ले जा सकेगा। पिछले साल कुछ अमरीकन टूरिस्ट्स से मेरी मुलाकात हुई। उन्होंने कहा :

[श्री मुहम्मद जनीउर्रहमान]

"I had to wait for three or four hours though I had nothing with me."

मिडल ईस्ट के मुल्कों से हमारे ताल्लुकात बहुत तेजी से बढ़ रहे हैं। वहाँ के लिए एयर इंडिया की सर्विस निहायत अच्छी है। मुझे भी वहाँ जाने का मौका मिला है। लेकिन एक तो उस की फ्रीक्वेंसी को बढ़ाना चाहिए, और दूसरे, और मुल्कों के लिए सर्विस शुरू करनी चाहिए। खाली कुर्बत के लिए ही क्यों सर्विस रखी हुई है? वहाँ के सब मुल्कों के लिए एयर इंडिया की सर्विस होनी चाहिए, ताकि हमारे टूरिस्ट्स वहाँ जा सकें और हमारा मामान वहाँ एक्सपोर्ट हो सके।

डोमेस्टिक सर्विस में कनसेशन देनी चाहिए, ताकि अरुणाचल प्रदेश का आदमी बम्बई, मद्रास या काश्मीर देख सके और काश्मीर का आदमी अरुणाचल प्रदेश या मेघालय देख सके। इस तरता नैशनल इनटेन्शन् वहुत तेजी से बढ़ेगा।

जैसा कि मैं ने कहा है, पूर्णिया को एयर सैप पर रखा जाये। स्टुडेंट्स और किसानों को कनसेशन दी जाये, ताकि वे भारत-दर्शन कर सकें और भारत के एक हिस्से के लोग यह देख सकें कि दूसरे हिस्से ने कितनी तरक्की की है।

टूरिज्म के लिट्रेचर को ज्यादा खूबसूरत बनाया जाये और उस के डिस्ट्रीब्यूशन का मुनासिब इन्तजाम किया जाये। दूसरे मुल्कों में टूरिस्ट दफतर कायम किये जाये।

इन्टनल टूरिस्ट्स के लिए अच्छे गाइड बहा न किये जाये जो सही तौर पर बता सकें कि गुजरात, जयपुर, दिल्ली, अरुणाचल प्रदेश और बिहार वगैरह मुल्क के अलग-अलग हिस्सों में क्या-क्या देखना चाहिए। इन सब बातों को आप

खुद और पूर्णिया को एयर सैप से तो प्रोमोटरिज वकीर समझ जरूर जोड़ें। इसलिए कि उस के बारे में मशहूर है कि पूर्णिया को कातापानी कहा जाता था। कोई आदमी वहाँ जाना नहीं चाहता था। कोई आफिसर नहीं जाना चाहता था। लेकिन अगर एकबार कहीं उस की पोस्टिंग पूर्णिया में हो गई तो वहाँ से आना भी नहीं चाहता था, कारण उस का चाहे जो भी रहा हो। तो एक बार हवाई जहाज को सर्विसेज बहा चला कर आप देखिए, फिर आप उस को कभी वापस नहीं लेंगे।

इन गब्दों के साथ में डिमांड्स का समर्थन करता हूँ।

[श्री محمد جمیل الرحمان]

(कश्मीर काज): میں آپ کا شکر گزار ہوں۔ کہ مجھے آپ نے بولنے کا موقع عطا فرمایا ہے۔ ساتواں ہدف، ارمیس بحرہ جو کہ اس مجلس کی طرف سے بھیہا کیا گیا ہے اس کر میں خوش آمدید کہتا ہوں۔ میں اس وقت سول ایوی ایشن کو زیر بحث رکھونگا۔ میں نے لسٹ کو دیکھا ہے۔ ہمارے اٹلے ہرے ملک میں 84 چوڑے ہوائی اڈے ہیں۔ یہ بہت نا کافی ہیں۔ میں نے فکروا کو چوڑا۔ ان کے مطابق ساڑھے اکھتر وکم آدمیوں کے بھیہے ایک چھوٹا ہوا ہوائی اڈا ہے۔ کہا یہ کافی ہے؟ میری اپنی رائے یہ ہے کہ لوگ وقت کی اہمیت کو بھیہے تھزی کے ساتھ سمجھ رہے ہیں۔ کم وقت میں لوگ زیادہ کام کرنا چاہتے ہیں۔ اس کے

لئے یہ ضروری ہے کہ آپ لوگوں کو زیادہ سے زیادہ سوجھا اور سہولتیں دیں۔ اس کے لئے ضروری ہے کہ اہر سروس کی فریکوئنسی کو زیادہ سے زیادہ بڑھایا جائے۔ کچھ مہن نے دیکھا ہے کہ جو رپورٹ دی گئی ہے اس میں صرف 77 کروڑ روپے دکھائے گئے ہیں۔ چٹائی تیزی سے یہ ملک ترقی کر رہا ہے اور چٹائی لوگوں کو وقت کی اہمیت معلوم ہو رہی ہے اس لحاظ سے یہ رقم نہایت کم ہے اسکو زیادہ ہونا چاہئے۔ مہن تو یہ کہیں گا کہ رقم دینے میں گنجائشی کی کمی ہے۔

سول ایئر ایشن ڈیولپمنٹ کی لسٹ دیکھنے پر پتہ چلے گا کہ اس رقم میں ایئرپورٹس کی کمیونیکیشنز کے لئے 40 کروڑ روپے مہن ہوائی اڈے کی مرمت وغیرہ کے لئے 24 کروڑ روپے، روٹ کے لئے 9 کروڑ اور دوسرے کاموں کے لئے 4 کروڑ روپے رکھے گئے ہیں۔ اتنا دیا دیکھ ہے۔ اتنی بڑی آبادی ہے۔ کیا محض یہ تھوڑی سی رقم ان سب کاموں کو کرنے کے لئے کافی ہوگی؟ چٹائی رفتار میں یہ دھن بڑھ رہا ہے اس میں کیا یہ چھوٹی سی رقم کو کرب کر پائے گی؟

ان ہوائی اڈوں کی لسٹ کو دیکھنے سے ایسا ظاہر ہوا کہ اس میں ایک آدھ ہفت چھوٹ گئی ہے یا اس کو جان بوجھ کر نہیں دیا

کیا ہے۔ مسٹر ہاگ نے جب مہن اس سفر میں نہیں آیا تھا مہن پورنہ میں وکالت کرتا تھا جو بہار میں ایک چھوٹا سا شہر ہے۔ ہمارے راج بہار جی کو معلوم ہے چونکہ وہ نیپال میں اہمیت پورے دے چکے ہیں۔ پورنہ کی خاص اہمیت اس میں ہے۔ یہ ان کو معلوم ہے۔ وہاں پر جونا پور میں ملگری انٹر پورٹ میرا خیال ہے کہ 16 کروڑ روپے خرچ کر کے بنایا گیا تھا۔ جس کا ریتی اس قریباً دس کروڑ روپے ہے۔ وہ انٹرپورٹ فارمر ایسٹ پاکستان کے وقت کی ضرورت اور اہمیت کو سمجھتے ہوئے بنایا گیا تھا اور اس وقت چائینا سے بھی ہمارے ریلیشن کچھ اچھے نہیں تھے۔ اب جیسا دیکھ رہے ہیں بلکہ دیکھ کی لبریشن کے بعد چائینا سے ہمارے اچھے رشتے بڑھ رہے ہیں۔ اس کو مد نظر رکھتے ہوئے ملگری والوں نے اس انٹر پورٹ کو اپننگ کر دیا ہے اور اس کے ٹھیکرلو کے تار جو کہ چاروں طرف لگے ہوئے تھے ان کو ہٹا دیا گیا ہے۔ وہاں پر 250 کا سٹاف تھا۔ ان سب کو بھی ہٹا کر لے آیا گیا ہے۔ اب 1-5 کا صرف سٹیکھن سٹاف رہ گیا ہے۔

ہماری پروٹم مسٹر محترمہ جب جب تھوٹیف لے گئے ہیں مہن تو ان کے لئے ہویلنگ ہوائی جہاز وہاں پر اتارا گیا ہے اور وہاں پر انہوں نے

[ضمنی مسودہ جنرل انٹرنیشنل]

بھروسہ کر کے ایسی مہلت کی ہوں۔
تو وہ ایک وقت اچھا ائیر پورٹ
ایسٹرن ائیر میں ہے۔ وہاں پر ہوائی
سروس ہونی چاہئے۔ آپ کو وہاں
کوئی نیا ائیر پورٹ نہیں بلانا ہے۔
اس کے لئے اگر ملٹری صاحب کوئی
بھانا کرے تو میں اس کا قطعی
قائل نہیں ہوں گا۔ میری عرض ہے
کہ آپ پورٹ میں ائیر سروس چورس
جس سے جہاز چونا پور کے ہوائی اڈے
پر اترے گا اس سے تین چار فائدے
ہونگے۔ ایک تو نیپال انٹرنیشنل ہارڈر
ہے، وہاں نیپال کی سولیاں ملے گی،
ساتھ ہی بہار کی سولیاں ملے گی اور
اس سے ایک دوسرے کو جاننے کا اچھا
موقع ملے گا اس کے علاوہ کوئی نئی
سروس بھی چلانا نہیں ہے۔ آپ ائیر
فلائٹ نمبر 409 دہلی سے کلکتہ کے
لئے لے جاتے ہوں جو کہ لکھنؤ و پٹنہ
ہو کر کلکتہ جاتی ہے اور وائس ورسا
اسی طرح آتی ہے۔ اب آپ اسے واپس
لکھنؤ، پٹنہ اور پورنہ ہوتے ہوئے کلکتہ
اور وائس ورسا چلائے۔

جب میں وہاں تھا تو جام انڈویز
چلتا تھا جو کہ چلہائی گڑی سے پورنہ
ہو کر کلکتہ جاتا تھا۔ میں آپ کو
یقین دلاتا ہوں کہ اس میں جبکہ
نہیں ملتی تھی، مسافر اتنے ہوتے
تھے کہ وہیلنگ لسٹ پر رہتے
تھے۔ پھر کچھ قانونی وجوہات سے

اس ائیر لائن کا چلنا بند ہو گیا۔ اب
عرض ہے کہ ایسا اچھا ائیر لائن کا
جہاز چلائے تاکہ وہاں کے لوگوں کو
سہولتیں اور فائدہ ہو سکے۔ اس
طرح سے لوگ ایک دوسری جگہ
آئینگے اور جائینگے؟ اس سے ہماری
نیشنل انکم، میں بھی مدد
ملائیگی۔

انڈین ائیر لائنز میں بحالی کا
سوال بہت سنگین ہے۔ لسٹ کو
دیکھتے ہیں ایسا ظاہر ہوا کہ اس
تین وکس چار میں جو بحالیاں ہوئی
ہیں اس میں ہمارے کانسٹی جو اینٹس
کے گارنٹی دیئے کے باوجود شہید ہونے
کے ساتھ شہید ہونے کے ساتھ بحالیاں
بہت ہی اگلی ہیں۔ جتنا
ٹارگٹ اس میں ہونا چاہئے تھا وہ
اس رپورٹ میں نہیں دیا گیا ہے۔
اس کو طرف ہمارا اب آپ کا دھیان
جانا چاہئے۔ 1975-76 کو رپورٹ کے
صفحہ نمبر 39 پر دیکھتے ہیں جتنا
ہے کہ بحالی نل کے برابر ہے۔ اس
کی طرف دھیان دیا جانا چاہئے۔
نیشنل انڈیا شپ نے ہاروا کہا ہے
کہ اقدام کے ساتھ برابر کا انصاف
ہونا چاہئے، چاہے ہمارے سوکڑے ہو
یا کوئی دوسرا مسئلہ ہو۔

دیہی سوکڑے صاحب میں نے
پہلے ہی عرض کیا تھا کہ پٹنہ میں
بہار سٹیٹ مائیننگ کونسل جو

24 ء 25 آونى كو. چوئى نى نى نى
دزواوون نمبر 2 كو. كچھ لائى چھنا
چھنا هون -

"This Convention, therefore, does emphatically impress upon the national leadership for the successful implementation of the re-oriented national policy, the minorities, in particular the Muslim community as the largest minority, be given adequate representation in the body-politic of the country, including the legislatures, the local bodies, the civil administration and quasi-administration organisation."

مىروى عرفى ه كى شى راج بهادر
اس بات كو پوهى نظر دكهين اور ان
ظبقين كى ساتھ انصاف كريين - اكو
هم بورڈ آف ڈائريكتورز كى لسٽ كو
ديكهين تر بوى نا امهوى هوئى - اس
مىن ايسه پهاك ريزيوليوشنز آنے
چاهكهن جو عوام كى بهلائى كى بارے
مىن سوچ سكهين -

جهاں تگ نومسٽك سروس كا
تعلق ه اس كى سروس تو اچھى
ه- ليكن مىروا خيال ه كى كھانے كا
سٽف تھايے كى كھانے كى طرح ه ء
شايد تھايے مىن كچھ اچھا هى كھانا
ملتا ه - اس ليك يه ضرورى ه كى
كھانے مىن كچھ امپروومنت لائى جائے
تاكه سواربون كو سٽيسفاكشن هو -

جھانٽك اٽير هوسٽيز كى بھالى
كا تعلق ه مىن نے ديكھا ه كى ايسٽرن
زون كى لوكهيل بهت اچھى صحت
كى اور مضبوط و خوبصورت هوتى هين
ليكن ان كى بھالى بهت كم هوتى

ه- مىروا اشارہ آسام ء اروناچل پرديش
مىكھال ء موزوم اور ناٽو. بنگال كى
علاقے كى طرف ه - وهاں كى لوكهيل
بهت تندرست ء مضبوط ء لائق اور
تعليم يافتہ هوتى هين - اس ليك انكو
درسوزن كى برابر موقع ملنا چاهيئے -
اس وقت تو وهاں كى لوكهيل خال
خال كى نظر آتى هين -

اس مىن كوئى شے نهين ه كى
ٲورزم پوتا ه ء ليكن ضرورت اس بات
كى ه كى فورن ٲورسٽس كو كچھ
فسيليتيز دى جائين - اس وقت
كسٽمز مىن اتلى كرائى يه چيكنگ
هوتى ه كى ٲورسٽ كا ناك مىن دم
هو جانا ه - يه بات طے كر ديلي
چاهيئے كى فورن ٲورسٽ اتنا سامان
لے كر آسكے گا اور اتنا سامان باهر لے
جا سكے گا - پچھلے سال كچھ امريكن
ٲورسٽس يه مىروى ملاقات هوئى -
انھون نے كھا-

"I had to wait for three or four hours though I had nothing with me"

مٲل ايسٽ كى ملڪين يه همارے
تعلقات بهت تيزى يه بڑھ ره هين-
وهاں كى ليك اٽير انٲها كى سروس
نھيت اچھى ه - مجھ بهى وهاں
جانے كا موقع ملا ه - ليكن ايك نو
آسكى فريگويلسى كو بڑھانا چاهيئے
اور دوسرے اور ملڪين كى ليك سروس
شروع كرنى چاهيئے - خالى كورٲٲ كى
ليك هى كھون؟ وهاں كى سب ملڪين

[شری مصد جسٹل الرحمان]

کے لئے اٹھ اٹھیا کی سروس ہوئی
چاہئے تاکہ ہمارے ٹورسٹ وہاں جا
سکیں اور ہمارا سامان وہاں ایکسپورٹ
ہو سکے۔

درمستک سروس میں کلسیفی
دہلی چاہئے تاکہ اروناچل پردیش
کا آدسی بمبئی، مدراس یا کشمیر
دیکھ سکے اور کشمیر کا آدسی اروناچل
پر یس یا مہنگالیہ دیکھ سکے۔ اس
طرح نہشل انگریشن بہت بڑی ہے
ہوے گا۔

جیسا کہ میں نے کہا ہے پورنہ
کو اٹھرمہپ پر رکھا جائے۔ سٹوڈینٹس
اور کسانوں کو کلسیفی دی جائے تاکہ
وہ بھارت درشن کر سکیں اور بھارت
کے ایک حصے کے لوگ یہ دیکھ سکیں
کہ دوسرے حصے نے کتنی ترقی
کی ہے۔

ٹورزم کے لٹریچر کو زیادہ
خوبصورت بنایا جائے اور اس کے
ڈسٹریبوشن کا مناسب انتظام کیا
جائے۔ دوسرے ملکوں میں ٹورسٹ
دعوت قائم کئے جاتے ہیں۔

انٹرنل ٹورسٹس کے لئے اچھے گائڈ
بحال کئے جائیں جو صحیح طور پر
دے سکیں کہ گجرات، جے پور، دلی
اروناچل پردیش اور بہار وغیرہ ملک
کے الگ الگ حصوں میں کیا کیا
دیکھنا چاہئے۔ ان سب باتوں کو

آپ بھی میں دیکھیں اور پورنہ کو
اٹھرمہپ سے تو محترم وزیر صاحب
اٹھرمہپ سے ضرور جویں۔ اس لئے کہ
اس کے بارے میں مشہور ہے کہ پورنہ
کو لا پائی کہا جاتا تھا۔ کوئی آدسی
وہاں جاتا نہیں چاہتا تھا۔ کوئی
افسر نہیں جاتا چاہتا تھا۔ لیکن اگر
ایک بار کہیں اُسکی پوسٹنگ پورنہ
میں ہو گئی تو وہاں سے آنا ہی
نہیں چاہتا تھا، کارن اس کا چاہے
جو ہی رہا ہو۔ تو ایک بار ہوائی
جہاز کی سروس وہاں چلا کر آپ
دیکھئے، پھر آپ اس کو کہی واپس
نہیں لیتے۔

ان شہدوں کے سام میں تصدیق
کا سرتن کرتا ہوں۔]

SHRI BANAMALI PATNAIK
(Puri) The Report of the Ministry
is really very encouraging. Tourist
traffic has increased. I do not want to
go into the figures, but there are cer-
tain areas which have not been
covered.

The Report says that sea beaches
mountain resorts and marine dives
should be developed, but nothing has
been done in our area. Puri, Konarak
and Bhubaneswar are considered to
be the golden triangle of tourism.
Bhubaneswar is a beautiful city of
temples but even today group book-
ing by Boeing cannot be done. Though
the Minister was kind enough to write
to me in February 1975, saying that
a Boeing service would be introduced
to Bhubaneswar nothing has been
done yet. Since there is no group
booking by Boeing there is no hotel
accommodation. The ITDC has not set
up any hotel in Bhubaneswar or
Konarak or Puri the three most beau-
tiful places in that area.

The temple of Konarak attracts a large number of visitors from outside. The rock cut caves of Khandagiri, the edicts of Asoka at Dhaulagiri and the Jaugara inscriptions of Asoka also attract a large number of foreign, especially Buddhist, tourists, but no facilities are available therefor their stay or accommodation.

The sea beach from Konarak to Puri is beautiful and eight years ago the department started constructing a marine drive, but only five miles were completed and the rest remains to be completed still. If it is completed, you can reach Puri from Konarak within one hour.

The Archaeological Department has taken up the preservation of the ancient temple at Puri. The Puri temple has been found to be much more superior to the Konarak temple. A few months ago the Minister was kind enough to visit that area, but he was there only for a few hours and he did not want to make any commitment because he knows there is so much potentiality for development in that area, but he has done nothing. So, I request him to see that this sea beach is developed, which is much more attractive than the Kovalam beach. There are absolutely no motels available there. There is one lodge called Pant Niwas, but no food is available there and so the tourists carry food from Bhubaneswar and come back in the same car.

Steps should be taken to develop the National Park at Simlipal where you can see tigers roaming about in the daytime. No funds have been provided for its development, though it is much more beautiful than Kaziranga. Similarly, Chilka Lake is a bird sanctuary where in winter a large number of birds migrate from the Himalayan areas. If developed, it can attract a large number of tourists.

In the literature of the Tourist Department there is no information about the temples of Puri, Konarak and Bhubaneswar. I was informed that Tatas are opening a five star hotel at Mangalore because of the Kudremukh project, but they are prepared to open a five star hotel in Bhubaneswar. If there is one Boeing service to that city every day, and two such hotels if there are two services a day. If the ITDC has no funds private parties are prepared to start hotels, but there must be a Boeing service, so that tourists can come there. The Calcutta-Delhi service starts at 7.30 from Delhi and reaches Calcutta at 9.30 with hardly 30 or 40 passengers. It can be extended to Bhubaneswar.

And we can come in the next morning from Bhubaneswar via Calcutta. There is no difficulty, in doing this. It is going empty 50 per cent of the seats are vacant. If there is that facility, than a large number of tourists can go there. Or we can have one Delhi-Bhubaneswar via Khajurao service so that the tourists can go there. There is a service between Calcutta and Hyderabad. It can also touch Bhubaneswar and link north with the south. In that way, there are facilities and the Bhubaneswar Airport has the facilities for landing of Boeings. So, there is no difficulty. But that should be taken up by the Ministry. I would urge upon the Minister that Bhubaneswar should be connected with a Boeing either with Calcutta-Hyderabad or Delhi-Bhubaneswar or via Khajurao or Banaras.

Long ago, when Dr. Karan Singh was in charge, at that time, there was a proposal to set up a cyclone warning radar station in Paradeep. But, so far nothing has been done. When the Demands for Grants of these things come, then only the question of cyclone warning radar station comes. As far as the eastern region is concerned, it is always affected by cyclone. From Vizag upto Midnapur, that is the only place which can give

Shri Banamali Patnaik:

a really good warning to the people, and the Government is quite aware of the problem. So far no step has yet been taken to set up a cyclone warning station in Paradeep and it is because the zone is cyclonically affected.

It was promised by the previous Minister in this House and I would request the present Minister to take up this matter and see that the Radar Station is immediately set up.

Formerly, there was an air service between Calcutta-Rourkela and Bhubaneswar which had been withdrawn. From Bhubaneswar to Rourkela, it is a distance of 300 miles. One has to travel in round about way. Why should not an air service be started between these two places? Now, a second service has been introduced between Calcutta and Bhubaneswar. It should go to Rourkela and Jharagoda. So, the second service introduced between Bhubaneswar to Calcutta does not carry more passengers, but if it comes via Rourkela, there are a large number of passengers, the Government Servants and others who come for some business to Rourkela. Then there is also this steel authority who has got some work in Bhubaneswar, who can avail of this facility. If they have really introduced a second service for the benefit of the people—it must come via Rourkela and Bhubaneswar—Rourkela Calcutta or Calcutta-Rourkela-Bhubaneswar. So, it can help the people as well as the internal traffic of the State and also save a lot of T.A. & D.A. of the Government Servants because they can avail of air facilities. I think the Orissa Government has also written about this matter. I think the Minister will examine this and do whatever is possible.

THE MINISTER OF STATE IN
THE MINISTRY OF TOURISM AND
CIVIL AVIATION (SHRI SUREN-

DRA PAL SINGH: Mr. Deputy-Speaker, Sir, I am very thankful to the hon. Members for their compliments and the good things they have said about the activities of the Ministry of Tourism and Civil Aviation. I am also thankful to those who have made some good suggestions and constructive criticism about the working of the Ministry.

It has been appreciated and realised by one and all that tourism is a very important economic activity and an industry. It is also accepted by the worst sceptics all over the world that this is an important activity by all standards. It is something in which all countries, particularly the developing countries should take more and more interest. Even the world's best economists have now realised that this is an up and coming industry and it has four very important and significant plus points in its favour. One is that according to the incremental capital output ratio formula it has been calculated that investment in tourism is the best and the most efficient way of earning foreign exchange as compared to investment in other commodity producing industries. And secondly, tourism gives the maximum return for minimum investment and without any depletion of any of our national resources. The latter fact is more important, because in other export-oriented industries, a great deal of raw material and power is consumed for producing a particular commodity before it is exported and in that way, our national resources are depleted to that extent. In tourism, we do not export anything, our exports are invisible. We have what nature has given us and what our ingenious and very skilful human beings have produced. We show them to the tourists and earn very useful foreign exchange.

Thirdly, the potential of employment in tourism has also been appreciated. It is very very high specially

in regard to our educated unemployed in the country. Fourthly, the "Multiplier Effect" of our tourism on our economy has been calculated to be 3.2 at the lowest and 3.6 at the highest which means that this particular industry generates more business opportunities and more jobs for our citizens than any other industry in the country of the same size and magnitude.

Thus, it has been realised and appreciated that tourism is a very important activity and industry in developing countries because it does solve our balance of payments difficulties and our chronic shortage of foreign exchange.

In the context of our conditions, the opportunities of developing tourism in our country are immense. Ours is a land which has received the choicest gifts from mother nature. As some hon. Members have said, we have high snow-capped mountains; we have deserts; we have tropical forests and every type of scenic beauty that one can really wish for to feast one's eyes on. Man has also lent his hand in enriching our lives. During the past thousands of years our very skilful artists have created some exquisite pieces of art and architecture all over this vast land for foreigners to come and see.

Above all, our ancient culture and civilisation has also given us a unique life style, a unique mental attitude, towards life here and the life hereafter which is an enigma to the people of the occident who are fascinated by our country. They want to come here and see our country. It is now upto us to gear ourselves up and to take full advantage of the assets we possess and attract more and more tourists to our country. This has been appreciated by the Department and we have conducted a number of studies which have been particularly aimed at promoting tourism and finding out ways and means to fill up the gaps in

our infra-structural set-up as early as possible.

There are a lot of deficiencies which should be made up, and we have to keep before ourselves clearly defined targets of annual growth. We have laid down a number of targets of annual growth for ourselves. Also, the Department has kept before itself certain guidelines which can be regarded as basic considerations behind the policy of encouraging foreign tourists to India.

A criticism has recently been made and specially the Estimates Committee of Parliament has referred to this question that the Department does not have a policy, a national policy on tourism. This is a matter which my senior colleague will deal with when he replies to the debate. At this point of time, I would like to mention that while it is true that we do not have a formal policy, nonetheless we are going all along following certain guidelines and plans which were evolved and approved by the Planning Commission. We have achieved considerable success in our efforts and it would not be correct to say that we have been steering a rudderless ship, so-to-speak, for all these years. We have been going all along certain well defined guidelines and they have paid us good dividends.

I am not going into the details of the achievements of our Ministry. They have been exhaustively given in the Annual Report of our Ministry which the hon. Members must have read. I would however like to point out and highlight a few of the more important achievements of the Department. In regard to tourist arrivals, in the '50s, we had only 20,000 tourists coming to our country. In the last 20-25 years, the figure has risen to 4.65 lakhs in 1975, registering an increase of 10 per cent over the previous year. This itself may not appear to be very spectacular and remarkable achievement. But it has to

[Shri Surendra Pal Singh]

be viewed in the overall context of tourism all over the world. In order to appreciate how much we have achieved, what it means, we must take into account the fact that during the last couple of years, because of escalation in prices, the price hike and recession all over the world, the long-haul traffic in the world has gone down by 15 per cent., and the growth of tourism in the world context has gone up by only 2 per cent whereas our growth rate has gone up by 10 per cent. When we compare our growth of 10 per cent with 2 per cent world growth we could really appreciate the significance of our achievement.

Another thing, worth remembering is that the average stay of a tourist in India is 25 days. This is the highest in the world. The world average is only three to four days per tourist whereas, in our country, a tourist spends 25 days or nights—and this 'destination' tourism is far more beneficial...

SHRI VASANT SATHE (Akola): That is because this is not a country but a continent!

SHRI SURENDRA PAL SINGH: That is quite correct. So, we are encouraging this destination tourism because it is more beneficial than 'stop-over' tourism. I am mentioning this only in order to compare it with the figure of tourist arrivals of other countries.

As regards foreign exchange, last year, in 1975 we earned more than Rs. 100 crores in foreign exchange and it has showed an increase of 11.8 per cent over the previous year. If you compare that with the estimated world receipt during the same period, which has only 10 per cent higher than in 1974, our growth is more than the world average. During the period 1969 to 1975 the estimated world receipt from tourism showed a growth rate of

only 12 per cent whereas our growth rate during the same period came to 21 per cent. So, in that regard, our performance has been something about which we can really feel satisfied and proud.

All these things indicate that Tourism is no longer a 'fad' as some people call it or something we have to humour. It is not so; it is a very important economic activity which is beneficial to the economy of our country, and I think a country like India should pay more attention to it and get the maximum benefit out of it.

Now, Shrimati Parvathi Krishnan and one or two other Members had said that our share of world traffic and world tourism is very small and that we do not compare favourably with Yugoslavia, Spain, Mexico etc. It is true that, when compared to the performance of those countries, our performance does not compare creditably. But our achievement has to be seen in the light of our limitations. Our limitations are, first of all, shortage of funds. We do not have as much money as we want for development of tourism. Secondly, we have other important national priorities; tourism is not as important for us as some other things in our country. Our economic and social objectives being what they are, naturally the Government has to spend more money in other sectors.

SHRI VASANT SATHE: How much of the hundred crores you earned was re-invested for promoting tourism?

SHRI SURENDRA PAL SINGH: It will be digressing from the main point, but I may answer that on tourist promotion we spent only 5 per cent of the foreign exchange earned from Tourism. A cost-benefit study has been carried out and it has indicated that this compares favourably with other countries in our neighbourhood. They spent 30 per cent to 40 per cent on Tourism promotion where-

as India spent only 5 per cent. So, in that regard, our performance is really creditable.

Another limitation is our distance from the tourist generating markets. Most of the tourists come from western countries, from America and West European countries which are far away from here and they have to spend a lot of money on air journey etc. This is an inhibiting factor, to that extent.

It is true that out of the 213 million tourists who crossed the borders all over the world in 1975, India received a very meagre share of only 0.22 per cent, and out of the estimated world receipt of foreign exchange of \$ 3.9 billions earned by the world at large, our earnings were only Rs. 104 crores. This, again, is a mere drop in the ocean and very insignificant. But, in order to understand and appreciate our performance, this problem has to be seen in its proper perspective. The fact of the matter is that, whether we like it or not, tourism today is tied to development. It means that the largest number of tourists come from developed and affluent countries and the largest number of tourists goes to developed countries. The House will be interested in knowing that nearly 93.2 per cent of the tourists go to developed countries, and the developing world—including Africa, Asia and Latin America and the rest—which is a vast area in terms of size gets only 6.8 per cent of the world tourist traffic. This is something which has to be appreciated to understand what we are doing and achieving. Again, out of this 6.8 per cent, if we take out countries like Australia, New Zealand and Japan which lie in the Asian region but which are developed countries, then the share of the genuinely developing countries goes down to approximately 4 1/2 or 5 per cent. It will also be relevant to note here that out of the 6.8 per cent tourists who go to developing countries, the share of South Asia is only 10 per cent.

Africa gets 24 per cent, Middle-East gets 20.7 per cent and Pacific and Far-East 44.8 per cent. Very little is left for South Asia in which India lies. India's share in South Asia is of the order of 34.6 per cent and the share of other countries in our neighbourhood is: Pakistan 11 per cent; Nepal 5.3 per cent; Shri Lanka 6.9 per cent; and Iran, which is our nearest rival, it is 33 per cent. In this background our option and our choice is very limited. We have to operate in a very narrow field. It is a fact of life which nobody can wish away. It is a fact that tourism goes to the developed countries. In this background, when we look at the achievement of nearly half a million tourists, I think, it is quite encouraging. But I do not say that we should be complacent about it, and we should not make more efforts in this direction. The fact is that many efforts are being made by the Department. Nonetheless, the 10 per cent growth and 50 many tourists in this background are quite encouraging.

Shri Sanghi mentioned that the Department has no targets for the future. May I just point out to him and, through you, Sir, to the entire House.

SHRI VASANT SATHE He said that you have low targets.

SHRI SURENDRA PAL SINGH Our targets are realistic, which we may be able to achieve. We do not want to fix higher targets which we cannot achieve. It is no use setting high targets which cannot be achieved. In view of the circumstances prevailing around us, we are properly geared up and are making preparations to see that we are able to receive about 8 lakh tourists per year after the end of the 5th Plan. The Ministry has taken a number of steps to see that this rate of growth continues and the rise is maintained all through and all the infrastructural needs of the country are fulfilled in order to receive this large number of tourists a few years hence.

SHRI D. P. JADEJA (Jamnagar):
What about hotel accommodation?

SHRI SURENDRA PAL SINGH: Sir, it is true that in the setting up of infrastructure, hotel accommodation is very basic, and we are short of hotel accommodation, but this is a matter which we are very seriously seized of and we are doing our best to make good the deficiency. The position is that in 1973, we had 10,754 hotel rooms. By the end of 1975, as a result of our efforts and the efforts of the private entrepreneurs, this figure has risen to 15,462. That means, within a period of less than three years, we have increased our hotel accommodation by 50 per cent; we are still short of 11,000 rooms which we have to build as early as possible to make ourselves ready for receiving 8 lakh tourists from 1978 onwards. This gap is sought to be filled up through the activities of the private sector organizations as well as ITDC and to a certain extent through the Department of Tourism also. We have approved 79 new hotel projects in the private sector. When they are completed, they will give us 7,200 additional rooms in the next two or three years.

14 hrs.

SHRIMATI PARVATHI KRISHNAN: I mean, is the private sector being given loans?

SHRI SURENDRA PAL SINGH: I will take a note of that point and come to that later on.

ITDC intends to build hotels and motels also. When their schemes are completed, they will give us an additional accommodation to the extent of 2500 rooms. That comes to about 9700 and the balance, we are hoping would be made up by the activities of the Department of Tourism who are also constructing travel lodges and youth hostels and what we call supplementary accommodation all over the coun-

try. In this way we propose to fill up the gap.

Now, the hon. Member Mr. Sathes raised a point whether all will be five-star hotels. Our policy is to go in for more and more two and three-star hotels. As far as ITDC is concerned, they will concentrate on accommodation which will cater to the needs of the middle income group.

As far as the private sector is concerned, we will leave it open to them. It is entirely left to them whether they will put up five-star hotels or two-star hotels or three-star hotels, but as far as we are concerned, we will try and encourage them to go in for cheaper type of accommodation also. They go by market conditions.

As far as the matter of loans, raised by Shrimati Parvathi Krishnan, is concerned, we have a scheme whereby we give loans to private entrepreneurs for constructing hotels. This is being done in order to fill up the gap which I mentioned earlier because a large amount of accommodation is required by the country. We are unable to do it ourselves. We are encouraging private hoteliers to come also and loan and incentives are given for constructing hotels.

Air transport is another bottleneck which creates difficulties in the development of tourism. In that respect also, both our national carriers are taking certain steps. For instance, Air India is going in for more jumbos in future. They are increasing their fleet strength and the Indian Airlines has decided to purchase Air Buses and I think three of them will be coming by the year's end and there will be more to follow later on. They are also going through an exercise for selecting a short-haul plane for regional and feeder routes and once these new airplanes come to the Indian Airlines, I think this problem will be solved.

In the publicity field, a well-coordinated publicity and promotional marketing programme is under way

through our offices abroad as well as by sending promotional teams abroad. Recently we sent a team to Australia, Japan and Middle East where our officers and representatives of the travel trade contacted the local people in order to create interest in India.

As regards new offices, a reference has been made that our tourism is all western-oriented. I think Shrimati Parvathi Krishnan mentioned that. She also said that we are not making any efforts to attract more tourists from South East Asia and the Middle East. That is not so. It is a fact that more tourists come from Western countries. Certainly, I think it is not her intention that we should stop them coming to our country. But what we are doing is that, in addition to that....

SHRIMATI PARVATHI KRISHNAN: I said—African countries also.

SHRI SURENDRA PAL SINGH: We are making every effort possible to tap new sources of tourists. For instance, in the Middle East, we have opened an office in Kuwait....

SHRIMATI PARVATHI KRISHNAN: Only in Kuwait.

SHRI SURENDRA PAL SINGH: It is just a beginning. We have to see the performance of the Kuwait office and if we find that more and more tourists are coming and that we need more offices, certainly we will open more offices. For instance, there is a proposal to open an office in Iran. A large number of Iranians want to come to India. In fact we are mindful of the fact that we have to pay more attention to our neighbours, to South-East Asia, to the Middle-East and try to get more and more people from there. Then, efforts are made to attract Buddhist tourists to India. Many of them are coming from Japan, from Sri Lanka, Thailand, etc. and their number is increasing every year. It is not that we are not paying attention to South-East Asia....

SHRI VASANT SATHE: Do we have an office in Japan?

SHRI SURENDRA PAL SINGH: Yes, we have. There is a proposal to open an office in Osaka and later on, in Hong Kong also.

SHRIMATI PARVATHI KRISHNAN: What about African countries? You do not have any office anywhere?

SHRI SURENDRA PAL SINGH: So far we have not paid attention to Africa, but I have taken a note of what you have said. We will think of that also. We have very good economic as well as political relations with the African countries. We are making a sort of a survey to find out what possibilities there are and to what extent we can go in opening offices there. We will see what can be done to strengthen our relations with the African countries, particularly, with the newly-independent countries of Africa because in the political field as also in the economic field our relations with them are getting closer and closer. In this field also we shall try to come closer.

As regards informative and effective literature, something has been said that our publicity material is not upto the mark. I do not agree with that. We are producing 5 million units of tourist literature in various languages including Arabic and Persian. I think that our productions and our publications have been greatly appreciated all the world over, and our publications have won many international awards.

Special concessional fares have also been offered by Air India from countries like America, Australia, Gulf, Europe and Japan to attract more tourists.

SHRIMATI PARVATHI KRISHNAN: It should be dealt with by the Department of Tourism and not by the ITDC. The Department of Tourism has a much wider expertise. That is the point.

SHRI SURENDRA PAL SINGH: Tourist literature is being made by the ITDC on behalf of the Department of Tourism. The suggestion made by the hon. Member will be considered. We are satisfied with their performance and so is the case with the travel agents and travel agencies all over the world.

Indian Air Lines have introduced "Discover India" fares on their services. Indian Air Lines have introduced this 21 day fare. These are all measures to attract more and more tourists.

Something was said about the customs difficulties and formalities. It is true that some foreign tourists had complained about the harassment that was caused to them as also, about the irksome formalities. We took up the matter with the concerned authorities, and I am happy to say that the rules and regulations have been regularised to a certain extent and those rules have been streamlined and there is less harassment now to the tourists at the customs counter.

I would now like to refer to a few specific points raised by the hon. Members.

Shrimati Parvathi Krishnan said something about the postings of our officers to Overseas Offices on an ad hoc basis. That is not so. We have a definite policy of selecting officers. The officers are selected on merit and only those officers are posted abroad who have put in more than three years service at headquarters. They are thoroughly trained before they are sent. It is wrong that the rule of thumb is applied.

SHRIMATI PARVATHI KRISHNAN: Have you a Selection Committee?

SHRI SURENDRA PAL SINGH: Yes. The Minister is also involved. Each and every case of foreign post-

ing is gone into very carefully. The incumbent is chosen with utmost care.

About the loans, I have already answered.

Shrimati Parvathi Krishnan said that our figure of 4,65,000 is not reflecting the correct picture and that the growth rate comparison is illusory. From 1964 to 1974 our tourist arrivals have been rising at an annual compound rate of 11 per cent. We are going up and up every year. It is not a sudden spurt. We have been maintaining a growth rate of 11 per cent right through but in 1975 it was 10 per cent. We expected 15 per cent, but we could not reach that figure.

Shri Koya praised our Kovalam project. But he also said that there are other beautiful places in Kerala which can also be developed by the Central Government. It is true. It is not only in Kerala but all over India there are many places. Our country abounds in these places. The only difficulty is the financial constraints. As and when we come to know about the place which is attracting foreign tourists or has the potential of doing so, we develop it at Central expense. But it is not possible to go everywhere and develop every place. It is our intention that all beautiful places should be developed at some time or the other.

In the end, may I just make an appeal to the hon. Members? It is true that the Ministry and the Department of Tourism is making a great deal of efforts for promotion of tourism but no amount of effort on our part, on the part of the Government machinery will have the desired effect, unless we can have the involvement of the people and the cooperation of the people of this country in this endeavour. Tourism will prosper only when our foreign guests go back from our country happy and contented, taking back with them happy memories of their stay in India, and that, to a very great extent, depends upon how they are treated by our own people, not only by the Government agencies, but by the taxi-

drivers, the shop-keepers, the ordinary man in the street, etc. Our people must treat a tourist as an honoured guest. The tourist comes into contact with all sorts of people and a great deal depends on how he is treated by everybody, as I mentioned already. If the people of the country appreciate the importance of tourism and if they treat every foreigner as an honoured guest, we will indeed be very happy and we will achieve great success in this regard. I would therefore appeal to the hon. Members for their cooperation in this regard and impress this upon all those with whom they come into contact that with their cooperation and involvement we can achieve great success and we will be able to create a congenial and friendly climate for the foreigner to come and visit this country.

SHRI VASANT SATHE: We will convey this to taxi-drivers, to your officers at the airport, etc. We will convey this to them.

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): He is appealing to the people as a whole.

SHRI SURENDRA PAL SINGH: At the commencement of South Asian Tourism Year 1975, the hon. Prime Minister gave a very inspiring message to the nation. The gist of that message was that this country of ours should receive every visitor as a friend and should make him feel happy, he is to be treated as our honoured guest. I would therefore appeal to the hon. Members to carry the message of the hon. Prime Minister to every nook and corner of this country so that a congenial climate is created, a climate of friendship, amity, and understanding, so that the foreigner who comes to this country will be happy about his visit and will carry pleasant memories with him. This sort of attitude will also go a long way in bringing more and more tourists into our country.

766 LS—8

Aviation

श्री नरेन्द्र सिंह बिष्ट (धर्मोदा) :
उपाध्यक्ष महोदय, मैं आप का आभारी हूँ कि आप ने मुझे इन अनुदानों पर बोलने का मौका दिया।

मैं टूरिज्म और सिविल ऐविएशन मंत्रालय को मुबारकबाद देता हूँ कि बावजूद इस बात के कि उस को गवर्नमेंट आफ इंडिया से बहुत कम धनराशि मिली है, उस ने हर दिशा में काफी प्रगति की है। मैं आशा करता हूँ कि भविष्य में इस मंत्रालय के लिए अधिक धनराशि की व्यवस्था की जायेगी, ताकि यह मंत्रालय पर्यटकों के लिए और सुविधायें उपलब्ध कर सकेगा और हमारे देश में हम व्यवसाय की वैसे ही उन्नति होगी, जैसी कि स्विट्जरलैंड तथा अन्य देशों में हुई है।

मैं सरकार का ध्यान उत्तर प्रदेश की ओर आकर्षित करना चाहता हूँ। सरकार टूरिज्म के लिए राज्यों को मदद के तौर पर जो धनराशि देती है, उत्तर प्रदेश का हिस्सा उस में बहुत कम है। मुझे यह बात देख कर बहुत निराशा हुई, क्योंकि उत्तर प्रदेश में पर्यटन के लिए बहुत पोटेंशल है। अगर उत्तर प्रदेश को ज्यादा धनराशि दी जाये, तो वहाँ भ्रमण व्यवसाय बहुत बढ़ सकता है।

उत्तर प्रदेश का जो पर्वतीय क्षेत्र है, उस में न तो कोई कुटीर उद्योग है, न वाणिज्य है और न खेती है। वहाँ मिलिटरी में भर्ती होने के सिवा ऐसा कोई भी साधन नहीं है, जिस से वहाँ के लोग जीविकोपार्जन कर सकें। इस लिए उस क्षेत्र के लिए इस मंत्रालय की बहुत अहमियत है। भ्रमण व्यवसाय से उस क्षेत्र की आर्थिक समस्या का हल हो सकता है।

उत्तर प्रदेश के पर्वतीय क्षेत्र हिमाचल प्रदेश के बराबर है, बल्कि उनकी आबादी और क्षेत्रफल हिमाचल प्रदेश से भी ज्यादा

[श्री नरेश सिंह शिष्ट]

हैं उन का प्राकृतिक सौंदर्य काश्मीर या स्विट्जरलैंड आदि दुनिया के किसी भी हिस्से से कम नहीं है। अगर वहां भी इलस्ट्रिस्टी, ट्रांसपोर्ट, रोडज, होटलज, मोटलज, डाक बंगले और टूरिस्ट लाजिज आदि आधुनिक सभ्यता की सुविधायें उपलब्ध हो जायें, तो वहां कहीं ज्यादा लोग जा सकेंगे। अभी तो वहां जाने में बहुत तकलीफ होती है लेकिन उस के बावजूद कई लोग हिम्मत करके वहां जाते हैं जो बड़े ऐडवेचरस स्पिरिट के होते हैं। वहां इन पर्वतीय हिस्सों में कई ग्लेशियर्स हैं जैसे पिडारी ग्लेशियर है और मुस्लम ग्लेशियर का नाम तो आपने सुना ही होगा जो दुनिया में सब से बड़ा ग्लेशियर है और 12 हजार फुट की ऊंचाई पर है। इसी तरह 17 ग्लेशियर तो मेरी ही कांस्टीट्यूएंसी में हैं। अगर आवागमन के साधन मिलें, लोगों के रहने के लिए होटल वहां हों और खाने पीने की सुविधा ही तो उस इलाके का उद्धार इस टूरिस्ट व्यवसाय से ही हो सकता है। इसलिए मैं सरकार का विशेष ध्यान इस ओर आकर्षित करना चाहता हूँ कि इस इलाके को जो अब तक बहुत ही तिरस्कृत रहा और जहां के लोग बहुत ही गरीब हैं, इस को आगे बढ़ाना सरकार का कर्तव्य है खास कर इस 20 सूत्री कार्यक्रम में जब सारे काम इसी दिशा में हो रहे हैं। इन आठ जिलों की प्रगति जैसी इस भ्रमण व्यवसाय से हो सकती है वैसी और किसी चीज से नहीं हो सकती। इसलिए विशेष ध्यान, विशेष सुविधा और विशेष किस्म के वहां के लिए साधन बनाने की जरूरत है।

चीन की लड़ाई के बाद बोर्डर लाइन में विदेशी यात्रियों को जाने की नहीं दिया जाता। मेरा निवेदन है कि अब काफी भरसा हो गया और मैं नहीं समझता कि इस में कोई संस है कि अभी भी वहां कोई ऐसी भड़कने

लोगों के जाने जाने में लवाई जाय। आप दुनिया के देश बहुत आगे बढ़ गए, सैटेलाइट से वे सारी जगहों के नक्शे बना लेते हैं, और उस एरिया का नक्शा भी ऐसे देशों के पास मौजूद है तो यात्रियों को उन इलाकों को जाकर देखने और वहां भ्रमण करने से रोकना, इस में क्या भय निकलता है, यह मेरी समझ में नहीं आता। इसलिए मेरी प्रार्थना है कि विदेशी यात्रियों को इन बॉर्डर लाइन में जाने जाने की सुविधा अब देनी चाहिए। इस पर अब एक दफा सोचना चाहिए कि किसलिए यह भड़कने कांटीन्यू की जा रही है। इस से वहां के भ्रमण व्यवसाय को बहुत धक्का पहुंच रहा है। मैं आशा करता हूँ कि बहुत शीघ्र इस ओर आप ध्यान देंगे।

मैंने बहुत पहले भी कहा था कि पर्वतों का भ्रमण व्यवसाय आप को बढ़ाना है तो जो रेलवे लाइन काठगोदाम और रामनगर जैसे स्थानों को जाती है उस को मीटर गेज के बजाय ब्राडगेज में बदलना चाहिए ताकि हिन्दुस्तान की किसी भी हिस्से के आदमी जैसे देहरादून से मसूरी चले जाते हैं ऐसे ही इन क्षेत्रों में भी सारे लोग आ जा सकें। इसी तरह से जैसे शिमला के लिए रेल बनाई गई है उस प्रकार से हमारे इन पर्वतीय प्रदेशों में अग्रजों के जाने के बाद एक इंच भी रेलवे लाइन नहीं बनाई गई है। मेरा निवेदन है कि जैसे शिमला के लिए आप ने रेलवे लाइन बनाई है ऐसे ही हमारे पहाड़ी हिस्सों के लिए रेलवे लाइन बनाने की व्यवस्था की जाय।

इसी सिलसिले में मुझे यह भी कहना है कि उसे पठानकोट तक तीन महीने का कंसेशनल टिकट मिलता है काश्मीर

जाने वाले यात्रियों के लिए ऐसे ही काठयोदाय और देहरादून के लिए भी तीन महीने के कंसेशनल टिकट यात्रियों को मिलने चाहिए।

हवाई जहाज के लिए मेरे मित्र कह रहे थे। इस संबंध में भी मुझे यह कहना है कि पहले एक हवाई जहाज की रेगुलर फ्लाइट पंत नगर तक जाती थी। कुछ सालों से वह भी बंद हो गई है। उसको फिर से रिज्यूम करना चाहिये। इतना ही नहीं हेल्िकोप्टर सर्विस अगर इंटीरियर तक चलाये तो उस से काफी इन इलाकों का उत्थान हो सकता है और काफी लोग इन इलाकों में भ्रमण कर सकते हैं।

हमारे यहां पर्वतीय क्षेत्र का जो भ्रमण व्यवसाय चल रहा है वह तीर्थ यात्रियों का चल रहा है बद्रीनाथ, वेदार्नाथ, गंगोत्री, जमनोत्री और पुष्पागिरि आदि स्थानों के लिए तीर्थयात्री जाते हैं। लेकिन इन इलाकों के लिए ट्रांसपोर्ट की कोई सुविधा नहीं है। सारे हिन्दुस्तान से बड़ी दूर दूर के इलाकों से लोग वहां आते हैं। कई दिनों तक उनको रास्ते में ठहरना पड़ता है तब बस ट्रांसपोर्ट मिलती है। वहां उनके रहने की कोई सुविधा नहीं है। धर्मशालाओं की हालत बहुत बुरी है। खाने पीने को भी उन को वहां कुछ नहीं मिलता है। तो काफी तकलीफ से ही यह सारी यात्रा ये लोग करते हैं एक अन्ध-विश्वास के ऊपर, अन्यथा किसी किस्म की सुविधा इस सरकार की तरफ से या स्टेट की तरफ से उन के लिए नहीं है। कई यात्रियों की तो रास्ते में ही मृत्यु हो जाती है। बसों के ड्राइवरों की गलती से या तो बसों में खराबी हो जाने की वजह से कितने ही एक्सीडेंट्स रात दिन होते रहते हैं जिनमें कई लोगों की मृत्यु हो जाती है और तमाम लोग बायल हो जाते हैं। इस बात की ओर भी मैं मंत्री जी का ध्यान आकषित करना चाहूंगा। मैं चाहूंगा जिस

जिस प्रकार से तिरुपति में टेम्पल कमेट्री बनी हुई है जो कि सारे प्रबन्ध करती है वही प्रबन्ध अगर इन मंदिरों और तीर्थों के लिए भी हो जाये तो इस दिशा में काफी उन्नति हो सकती है। इससे न केवल टूरिज्म ही बढ़ेगा बल्कि लोगों को काफी राहत भी मिलेगी और उस इलाके की आर्थिक हालत भी सुधरेगी। मैदानी हिस्से में मथुरा, वृन्दावन, भयोध्या, हरिद्वार, प्रयाग, बनारस—इन सारी जगहों में भी वैसी व्यवस्था लाने की जरूरत है। तिरुपति की तरह से वहां भी टेम्पल कमेटियां कायम होनी चाहिए। अभी जो मौजूदा तरीका है उस में यात्रियों को बहुत ज्यादा तकलीफ होती है। पर्वतीय क्षेत्रों में जो यात्री आते हैं उनका, भ्रमणों के जमाने में नैनीताल और मसुरी दो जगहें जो बनी थीं, उन्हीं जगहों पर आना होता है। यह जगहें बहुत काउडेड हो जाती हैं, लोगों को वहां, रहने की जगह नहीं मिलती है। जो गरीब लोग हैं वे इंटीरियर में जाना चाहते हैं लेकिन वहां पर उनके लिए कोई सुविधा नहीं है। मैं चाहता हूँ कि इंटीरियर में भी हिल स्टेजन्स बनाये जाने चाहिए ताकि गरीब लोग भी उनका लाभ उठा सकें।

अब चूंकि समय कम है इसलिए संक्षेप में ही कुछ बातें कहनी चाहता हूँ। पिंडारी ग्लेशियर और मिल्लम वगैरह के लिए जो आवागमन के साधनों की कमी है उसके लिए मैं पहले ही कह चुका हूँ। अभी तक इस सम्बन्ध में कई विभागों द्वारा जो हो रहा है वह नाकाफी है और उससे यात्रियों को भ्रमण में कोई सुविधा नहीं मिल रही है।

अन्त में मैं कहना चाहता हूँ—जैसे बाइल्ड लाइफ है, बर्ड-शूटिंग है, फिशरीज है, ट्राउट फिशिंग है माउन्टेनियरिंग है, जिस का उत्तर काफी मे स्कूल है—उस के बारे में

[श्री नरेन्द्र सिंह बिष्ट]

से बड़ा माउन्टेनियरिंग का काफी काम हो सकता है। जैसे शिमला में विन्टर स्पोर्ट्स चलते हैं, हमारे यहां भी विन्टर स्पोर्ट्स की व्यवस्था हो सकती है—यदि सरकार इस में मदद दे।

श्री श्रीकार लाल बेरवा (कोटा) : उपाध्यक्ष महोदय, इस रिपोर्ट को देखने से मालूम पड़ता है कि जितना रुपया खर्च किया जाता है, उतनी प्रगति नहीं होती है। चार पांच साल पहले भी वही रिपोर्ट थी और आज भी वही रिपोर्ट है। कुछ थोड़ा सा अन्तर जरूर आया है ? लेकिन जितना रुपया खर्च किया गया है, उतनी प्रगति इसमें बिल्कुल नहीं है। मैं राजस्थान के बारे में कुछ कहूंगा। क्योंकि अभी मेरे साथी ने उत्तर प्रदेश के सम्बन्ध में कहा है।

राजस्थान के बारे में उदयपुर, जयपुर जोधपुर—इन सब को मिला दिया गया है। हमारे मंत्री जी कई दफा कोटा जाते हैं लेकिन दुर्भाग्य है रेलगाड़ी का—जो इनको सुबह वहां पहुंचा देती है। अगर वे सुबह न पहुंच सकते तो शायद कोटा के लिए हवाई सर्विस की बड़ी जल्दी व्यवस्था हो जाती। वे रात को भरतपुर में बैठ जाते हैं। और सुबह कोटा उतर जाते हैं। उधर से रात को बैठ जाते हैं और सबेरे इधर भरतपुर में उतर जाते हैं। इसलिए इन को समय नहीं लगता। अगर उनका समय इसमें लगता तो जरूर हवाई सर्विस चालू हो जाती। मैं सबसे पहले यह जानना चाहता हूँ—कि आप यह आश्वासन दें कि वहां सर्विस चालू करनी है या नहीं ? वहां पर इतने बड़े-बड़े कारखाने हैं, इतने पर्यटन स्थल हैं। पर्यटकों के ठहरने के लिए एक लाख रुपए की बिल्डिंग बनाई जा रही है। लेकिन मेरी समझ

में नहीं आता कि हवाई सर्विस क्यों नहीं चालू करते। आपने पहले एक टूटी फूटी “जामेरा” की सर्विस चलाई थी। वे पहले दवा छिड़कते थे न मालूम कैसे उन को काटिकट दे दिया। एक दिन उस का एक्सीडेंट हो गया, तो वह सर्विस भी बन्द हो गई ? जो कुछ टूटी फूटी चलनी थी उसको भी बन्द कर दिया गया। तो मेरा निवेदन है उसकी तरफ भी ध्यान दीजिए।

दूसरी बात यह है कि मैंने कई जगह देखा है, कश्मीर बगैरह में कि पर्यटकों के लिए जो हट्टन बनाई जाती है उन पर बड़े बड़े लोग पहले ही काबू कर लेते हैं और फिर उनके एजेंट ब्लैक में उन्हें पर्यटकों को देते। इसके अलावा काश्मीर में मैंने देखा कि 12 आने या एक रुपए के जो टेट लगाए जाते हैं। उनमें जगह मिलती नहीं है। इसके अलावा जो लोग ऊपर जाते हैं उनके लिए मोटर बगैरह के साधन नहीं होते। वह ऐसा समय था जब टायर नहीं मिलते थे, सारी जगह देख भयें कहीं टायर नहीं मिला। एक उजागर सिंह साहब थे जो डायरेक्टर थे उन को वहां की कमेटी में से लिया, वे टायर दिसवाने के लिए सारे काश्मीर में फिर गए लेकिन कहीं टायर नहीं मिला उसके बाद 80 रुपए ब्लैक में देकर जीप का टायर खरीदा खरीदा और जीप चला कर आए। यह ठीक है कि आज टायर के बहुत कारखाने खुल गए हैं लेकिन मेरा कहने का मतलब यह है कि इस तरह की ब्लैक को रोकना चाहिए।

विदेशों से जो पर्यटक हमारे देश में आते हैं, उनको हम हर तरह की सुविधा देते हैं। ऐसी थोड़ी बहुत सुविधा हिन्दुस्तानियों को भी दी जानी चाहिए ताकि वे भी अपने भारत को देख सकें। भारत

भ्रमण कर सकें। आप विदेशियों को 14 दिन या 21 दिन की हवाई सुविधा देते हैं, ऐसी सुविधा हिन्दुस्तानियों को भी दी जायें।

आप की रिपोर्ट को देखने से ऐसा मालूम पड़ता है—क्लास 1 और क्लास 2 नीकरियों में शडयूल्ड कास्टस् और शडयूल्ड ट्राइब्स को पर्याप्त स्थान नहीं दिए गए हैं। क्लास 3 और क्लास 4 में ही कुछ लोग मिलेंगे, लेकिन क्लास 1 और क्लास 2 में बिल्कुल नहीं है। इस तरफ शीघ्र ध्यान दिया जाना चाहिए और उनके कोटे को पूरा करना चाहिए।

अंग्रेजों के जमाने से कुछ ऐसी परिपाटी चली आ रही है कि एयर होस्टेस की जगह पर लड़कियों को ही रखा जाता है, लड़कों को नहीं रखते हैं। हमने एक दफा डा० कर्ण सिंह जी से पूछा तो उन्होंने मुझे बतलाया कि पर्यटक इन से ज्यादा खुश रहते हैं। यह कितनी बुरी चीज है, लड़कों को भी इस काम में मौका दिया जाना चाहिए।

श्री बसंत साठे : क्या आप को लड़कियों से शिकायत है।

श्री श्रीकार लाल बेरबा : शिकायत नहीं है। हमारे नौजवान भी बेकार फिर रहे हैं उनको भी थोड़ा मौका मिले। आपने लड़कियों के लिए कुछ नाप तोल रखे हुए हैं, लड़के भी उसी नाप तोल के मिल सकते हैं।

श्री बसंत साठे : उतने नाप तोल के लड़कों को फीज में जाना चाहिये।

श्री श्रीकार लाल बेरबा : लेकिन लड़के भी बैठे मिल सकते हैं लम्बे बाल वाले बहुत से लड़के फिरछे हैं, पता नहीं लगता कि लड़का है या लड़की, उनको ही रख लीजिए।

हवाई जहाजों में जो सैकण्ड हैंड टायर्स उतरते हैं, उनके लिए आप ने कुछ एजेन्ट्स रखे हुए हैं, उनको ही वे टायर दे दिए जाते हैं, जिसमें आपको काफी कम पैसा मिलता है, फिर वे लोग बहुत महंगे दामों पर उन टायरों को बाजार में बेच देते हैं। आप टेण्डर क्यों नहीं निकालते। जिसका टेण्डर सबसे ज्यादा हो उसको दीजिए...

श्री बसंत साठे : ये टायर किस गाड़ी में काम में आते हैं।

श्री श्रीकार लाल बेरबा : बेलगाड़ी में, भीसा गाड़ी में लगते हैं। दिल्ली में तो ये गाड़ियां चलती नहीं हैं, इसलिए यहाँ तो हवाई जहाज ही दिखाई देते हैं। इन गाड़ियों में ये टायर वर्षों तक चलते हैं। फोकरफ्रेण्डशिप का भगला टायर तो जीप में भी काम में आता है। इसी तरह से कम्बल का मामला है—आप कम्बल खरीदते हैं तीन साल के बाद उन की बदल दिया जाता है। आप की रिपोर्ट इन दोनों चीजों के बारे में कोई जिक्र नहीं है—रिपोर्ट में इस बात का जरूर उल्लेख होना चाहिए था कि आपने कितने टायर बेचे, कितने कम्बल नए खरीदे और कितने पुराने कम्बल बेचे।

कुछ पर्यटक जो बाहर से आते हैं—वे गाँजा वगैरह का ब्लैक मार्केट करते हैं, चोरी से लाकर बेचते हैं और हमारी सी० आई० डी० उनको पकड़ नहीं पाती कई दफा ऐसे लोग पकड़े गए हैं, कभी थोड़ा ही पकड़े गए, कभी दूसरी जगहों पर पकड़े गए। इनके पीछे सी० आई० डी लगाना बहुत जरूरी है।

श्री बसंत साठे : अगर सी० आई० डी० पकड़े नहीं तो क्या करे।

जीर्णोद्धार लागू करवा : सी० आई० डी० अगर चाहे तो पकड़ सकती है, घर के अन्दर से सामान निकाल कर ले जाती है, लेकिन थोड़ा अधिक सक्रिय होने की जरूरत है। इसी तरह से सोने की तस्करी होती है सोने के बिस्कुट लाकर बेचे जाते हैं, इन के बारे में कड़ाई होनी चाहिए।

SHRI BISWANARAYAN SHASTRI (Lakhimpur): The Ministry is designated as the ministry of tourism and civil aviation from this one can easily presume that more emphasis is laid on tourism and therefore I should like to speak on tourism first.

Ours is a very big country. Its flora and fauna, hills and mountains rivers and lakes and temples and ruins, and what not, could be developed as spots of tourist attraction. Administratively temples and ruins of temples, the Department of Archaeology are under the Ministry of Education and Culture and the forest reserves are under the Ministry of Agriculture. It is desirable that, there should be more co-ordination between the ministries concerned in developing those areas into tourist-spots.

Apart from the commercial point of view, from the point of view of national integration also, people from different parts of the country should know what is there in other parts of the country. Therefore, there should be a great admixture and exchange of views by way of promoting tourism. It is known to every student of history that since ancient times from the days of Perilus and Megasthenes the travellers have introduced India to the rest of the world. It for that reason apart from the commercial point of view and earning revenue the influx of tourist from abroad will help understand the problems and people of this country. I should urge upon the Minister to give serious thought to this point and sell our tourism to the outside world.

The department of tourism has produced some good literature and fine folders. I have seen some of them. I am sorry to say that some of the literature regarding certain regions, on certain aspects, particularly temples and their ruins are erroneous. They are full of factual mistakes and they create a wrong impression in the minds of the people living here and those who come from foreign countries also. I suggest that there should be a committee of experts to give guidelines to the preparation of such literature and to scrutinise them before they are released to the public.

In matters of tourism, the eastern region beyond Calcutta, the five eastern states and two union territories, are completely neglected. It is not my accusation, it turns out from the report placed before us. The tourism department have constructed hotels; none of them is in the eastern region. The Department has Travellers' Lodges they are not in the eastern region. The departmental Restaurants, none of them is in the eastern region. With regard to transport facilities, they have a total fleet of 202 cars, vehicles and vans and none of them are placed in the eastern region. Can there be a more glaring instance of neglect than this?

There is some restriction on the entry of foreign tourists into the eastern region. I do not want that at the risk of the country's safety and security, undesirable tourists should be allowed to go there. But within that framework of restriction, the tourism department could do something so that the tourists could visit that area also.

Coming to the airlines, there are two boards of directors, one for AIC and the other for, IAC. In the private organisations we see interlinking of capitals; here there is interlinking of directors; as many as four directors are both on Air India and on Indian Airlines Board. I do not know the benefit of this. But I have some apprehension that this creates vested interests. Apart from this, as many as

seven retired airmarshals, are directors of those two boards, i.e. one-third of the total strength of the members of the two boards. It seems that it is an extension of the Defence Services and it creates vested interests. If any passenger wants to travel by the EATS coach from Palam Airport to the city, he will just purchase the ticket and board the coach. The conductor of the coach will tell him that the coach will just leave the Airport towards the city but it is always happening that the passengers have to keep on waiting not for minutes but hours. This sort of thing is encouraged by the Directors. This is what I presume. Therefore, I am compelled to say that it is the outcome of the vested interests. The IAC coach has been replaced by the EATS coach.

In Assam, there are six airports and Gauhati is the major airport for the entire Eastern region. That airport is known to everybody. Here what happens is that two Boeing aircraft land at an interval of 10 to 15 minutes and they take off at an interval of 30 minutes. During this period there is a big commotion in the checking counter. These inconveniences to the passengers could have been avoided had there been any imagination in timing the services, even without expanding the airport for the time being. Great difficulties are faced by the passengers in this airport. For instance, there are only two 'public conveniences' for the passengers who disembark from two Boeings almost at a time and the space in the airport is quite inadequate even for standing. So, if the timing of these two Boeing services is properly adjusted, these inconveniences could have been avoided and could be avoided. But that is not done. The services to the Eastern Region are controlled from Delhi or Calcutta. If something happens in Calcutta, say, bad weather, the entire services for the Eastern Region are cancelled and the passengers in Gauhati and their airports are stranded. So, my point is that Gauhati should

have been a base for the Indian Airlines for the Eastern Region. I would urge upon the Minister kindly to consider that Gauhati should be converted into a base airport for the entire eastern region. There are six airports in Assam includes Dimapur, Imphal and the proposed airport in Borapani. The operational H.Q. for these airports should be Gauhati. The plea of lack of finance should not be there and if the Minister seriously considers the development of air traffic in the region, he should take immediate action.

The air travel, after the partition of India, is no more a luxury for the people of the Eastern region. It is absolutely essential. It is an absolute necessity. I come from Lakhimpur where people used to travel by air before they had seen the railway engine or travelling by train. There was no railway line at that time. After that, considering the inconvenience experienced by the people, an airport was established there and people used to travel by air from North Lakhimpur to Jorhat and Gauhati by air since 1945-46. I am sorry to say that presently Gauhati is the capital of Assam and it is not connected by air service with North Lakhimpur though there is an airport at Lilubari. Now, the air service from Lilubari to Jorhat is there and then it connects Calcutta only as if Calcutta is the capital of Assam. Similarly people from Dibrugarh cannot come to Gauhati by air for all the days of the week. There are connecting services for four days a week only. This can be augmented without introducing more services by more adjustment of the time of the air lines services. At present there is one service from Calcutta—Gauhati to Jorhat, i.e. IAC 249 and IAC 250 from Jorhat to Gauhati Calcutta. If there is proper adjustment of timing of these services and that of the Flights Nos. 211 and 212, passengers can alight at Jorhat and catch a plane for Lilubari or for their return journey to Gauhati. It only requires a re-arrangement of timing and nothing more.

[Shri Biswanarayan Shastri]

So far as Chabua airport is concerned, if any member of this House has ever visited that place, I need not say anything. The passengers there have to get down at the national highway at a distance of 1 KM from the airport and stand there till the airport coach comes to pick them up. When the coach comes, they are taken inside the airport because it is under the Defence Ministry and private vehicles are not allowed.

I put a question whether the Mohanbari civil airport has been abandoned and the reply was, it has not been abandoned. I made a careful study of the report but nowhere could I find any expenditure being provided for any scheme to revive the Mohanbari airport. I do not know the reason. Pending reopening the Mohanbari airport at least there should be the minimum facilities to protect the passengers standing there at the High way from rain and sun. You know, Sir, it is a heavy rainfall area having about 200" of rain a year. People get drenched and there is not even a shed there to give protection to the people who get down from the vehicles and are waiting to board the IAC coach to the airport terminal.

I request the minister to consider these suggestions. With these words, I support the Demands.

श्री कुशोक बाबुलाल (लद्दाख) . सभापति जी, मैं कुछ लद्दाख के बारे में कहना चाहता हूँ। आपने लद्दाख में टूरिस्ट्स के आने की इजाजत दे दी, इसके लिए आपका शुक्रिया। लद्दाख जम्मू-कश्मीर का एक हिस्सा है। लेकिन अभी तक वहाँ टूरिस्ट्स को आने की इजाजत नहीं थी। अब आपने दी है। लेकिन टूरिस्ट्स के आने का वहाँ कोई इतना नुकसान नहीं है। बहुत से टूरिस्ट्स वहाँ आना चाहते हैं लेकिन सिविल सरविश न होने के कारण उनको वहाँ आने में दिक्कत होती है। सदियों में तो लद्दाख के रास्ते भी बन्द हो जाते हैं सिर्फ़ मिनिट्री प्लेस से ही वहाँ पहुँच सकते हैं। इसलिये मैं मिनिस्टर साहब से निवेदन करूँगा

कि वे लद्दाख के लिए सिविल प्लेन चलाएं। बहुत से टूरिस्ट तो एक दिन में ही वहाँ देख कर वापस लौटना चाहते हैं लेकिन सरविश प्लेन न होने की वजह से वे ऐसा नहीं कर सकते। उन्हें चक्कर लगा कर वहाँ पहुँचना पड़ता है। आप लद्दाख के लिए सिविल प्लेन चलाये ऐसा मेरा आपसे निवेदन है। आपके बड़े सेक्रेटरी एयर मार्शल पी० सी० लाल बहादुर साहू, उस वक्त मैं वहाँ मौजूद नहीं था। वे वहाँ गये इसके लिए आपका शुक्रिया। मेरा आपको सजेशन है कि वहाँ टूरिस्ट्स आये जाये इसके लिए वहाँ सरविश प्लेन का चलना बहुत जरूरी है।

टूरिस्ट लद्दाख में जाना चाहते हैं, उनका आप खयाल रखें। वहाँ टूरिस्ट जाए तो लोकल जो आदमी है उनका भी फायदा होगा। बार बार मैंने इसके बारे में आप से निवेदन किया है लेकिन अफसोस है इसका कोई खास असर नहीं हुआ है। पार्लियामेंट के मंत्री, बड़े बड़े अफसर भी जाते हैं, खासकर मिलिटरी अफसर ही ज्यादातर जाते हैं और सभी जानते हैं कि वहाँ कुछ भी डिबेलेपमेंट का काम नहीं हुआ है। इसका खयाल रखते हुए एक सिविल जहाज आप चलाएँ। मैंने सुना है कि सप्ताह में तीन बार आप चलाएंगे। लेकिन कोई मुझे भरोसा नहीं होता है। फिर पता नहीं आप यह सर्विस तीन बार जो सप्ताह में देंगे वह गर्मियों में ही देंगे या सदियों में भी देंगे सदियों में भी हवाई जहाज की सर्विस आप वहाँ दें और गर्मियों में भी दें। आप कहते हैं कि आप हर आई जहाज खरीद रहे हैं। इससे पता नहीं कितना समय लगेगा। मेरी प्रार्थना है कि सब तक आप किराए पर ले कर सर्विस वहाँ दें ताकि टूरिस्ट को वहाँ जाने में सुविधा हो। टूरिस्ट वहाँ जाना चाहते हैं और ऐसे भी टूरिस्ट हैं जो सुबह जा कर शाम को वापस आ जाना चाहते हैं। इसके लिए जरूरी है कि आप किराए पर हवाई जहाज ले कर वहाँ सर्विस दें ताकि टूरिस्ट्स को भी सुविधा हो और वहाँ के गरीब लोगों को भी कुछ फायदा हो।

हमारे चीफ मिनिस्टर ने एलान किया था पिछले सप्ताह और रेडियो पर भी कहा था कि जन से इस सर्विस को शुरू कर दिया जाएगा। लेकिन मुझे कोई उम्मीद नहीं है कि ऐसा हो सकेगा। यह आज तक का मेरा जो अनुभव है उसके आधार पर कह रहा हूँ। वहाँ क्या होता है किस तरह से काम होता है, इसको मैं जानता हूँ। यह न कह दिया जाए कि वहाँ ऊँचाई बहुत ज्यादा है, सर्वो बहुत पड़ती है इस वास्ते वहाँ हवाई जहाज नहीं जा सकता है। आप देखें कि जम्मू में कितने तरक्की के काम हुए हैं, काश्मीर में कितने हुए हैं लेकिन लद्दाख में कुछ नहीं हुए हैं। लद्दाख के एक तरफ चीन है और दूसरी तरफ पाकिस्तान है हम बीच में बैठे हैं। जितनी भी रिपोर्ट्स आती है सब में यही कहा जाता है कि वहाँ कुछ काम नहीं हुआ है लेकिन फिर भी कोई कदम उठाए नहीं जाते हैं। मैं चाहता हूँ कि इस हवाई सर्विस को आप चालू करें और किराये पर ले कर ही आप चालू कर दें।

लद्दाख में झलची चोसखोर का मठ है जो ग्यारहवीं सदी का है। वहाँ पर ब्रिटिश का काम, नक्काशी का काम बहुत अच्छा हुआ है। लोग देशी और विदेशी उसको देखने के लिए जाना चाहते हैं। लेकिन जाने के लिए पुल नहीं है। जो मामूली सा पुल है उस पर से जीप भी नहीं चल सकती है। मैं प्रार्थना करता हूँ कि आप वहाँ रास्ता भी बनाए और पुल भी बनाए। जब जीप तक उस पर नहीं जा सकती है तो बस का तो सवाल ही पैदा नहीं होता है। मैंने इसके बारे में बार बार कहा है लेकिन कोई ध्यान नहीं दिया गया है। मैं वहाँ का नुमाइदा हूँ। लोग मुझे ही वहाँ चूँकि कोई काम नहीं हुआ है इस वास्ते दोष देते हैं मेरा कोई फायदा नहीं है। मैं 1951 से चुना जाता रहा हूँ। वहाँ भी मेम्बर था। यह जो मंदिर है इसकी और आप बास ध्यान दें।

वहाँ पर राजा का लद्दाख में महल है जो बहुत खस्ता हालत में है। वह गिर रहा है।

वह बहुत सुन्दर बना हुआ है मैं चाहता हूँ कि उसको आपका पुरातत्व विभाग अपने हाथ में ले ले। वहाँ का जो राजा है वह वैसा राजा नहीं जैसा यहाँ होता था। वह धार्मिक राजा है। उसके वास्ते आप पैसा चाहे तो दे सकते हैं ताकि उसका पुनरुद्धार हो सके। या उसको आप खरीद सकते हैं। लेह-मनाली रोड बन चुकी है। उस पर करोड़ों रुपये खर्च हुआ है। उसका जो रख रखाव है वह ठीक नहीं है। रास्ता अच्छा नहीं है। वह भड़क पक्की नहीं है। बस सर्विस वहाँ चल नहीं रही है। वह चलनी चाहिये। करोड़ों रुपये में उस सड़क को बनाया गया था। श्री पराशर उसको जानते हैं। हिमाचल से यह सड़क जुड़ी हुई है। पंडित जवाहरलाल नेहरू ने उस वक़्त कहा था 1949 में कि इसको हम बनाएंगे। बाद में चीनी हमला हुआ। तब इसको बना दिया गया था। अब वह खराब हो गई है। इसको आपको पक्का बनाना चाहिये। इस पर आप को बस सर्विस चालू करनी चाहिये कुछ लोग श्रीनगर जाना चाहते हैं, लेकिन उनको लेह का चक्कर काट कर के फिर मनाली रोड से आना पड़ता है। रक्षा की दृष्टि से भी वहाँ कोई खतरा नहीं है। इसलिये इस तरफ ध्यान देना चाहिये। इन शब्दों के साथ मैं इन माँगों का समर्थन करता हूँ।

श्री जगन्नाथ मिश्र (मधुबनी): उपाध्यक्ष महोदय, मैं मंत्री महोदय, श्री राज बहादुर जी और उन के सहयोगियों का, उनकी कार्यकुशलता और श्रमता के कारण सदा ही प्रशंसक रहा हूँ और आज भी अभ्यर्थना कर रहा हूँ, जिसका कि बास कारण है।

यह व्यावसायिक विषय है। दुनिया में व्यवसाय मंदी की हालत में है और हमारे यहाँ ठीक उस के विपरीत हालत है। हम नेगत वर्ष में 104 करोड़ रुपये के मूल्य के बराबर विदेशी मुद्रा का उपार्जन किया है और 10 परसेंट से ज्यादा सैलानी हमारे

[श्री जगन्नाथ मिश्र]

देश में आये हैं। सन् 1974 से 4 लाख से ऊपर सैलानी आये और 1975 में करीब 5 लाख सैलानी आए।

जहाँ तक होटलों का विषय है, इस मामले में हमने प्रगति कर ली है, ऐसा तो नहीं मानना चाहिये लेकिन हम प्रगति की राह पर हैं। हमने 1975-76 में 1520 होटल बनाये हैं और हमारी गति और तीव्र हो रही है। अभी तक 14 यूथ होस्टल और 8 सैलानी बगसे बनाये गये हैं।

विदेशी यात्रियों और सैलानियों की सुविधा के लिये इस मंत्रालय ने फारसी, अरबी, रूसी, जापानी, थाई भाषा में पुस्तिकाएँ निकाली हैं, यह अच्छी बात है। अगर यह और भाषाओं में भी निकलती हैं तो अच्छी बात है, इन्होंने अच्छा काम किया है।

पश्चिम एशिया के सैलानियों की सुविधा के लिये कुवैत में एक केन्द्र खुल रहा है और 1978 में भारत में प्रशान्त क्षेत्र यात्रा सभ का सम्मेलन होने वाला है, जिस में आशा की जाती है कि 2 हजार से ज्यादा सैलानी आयेगें।

पाचवी योजना में पर्यटन उद्योग के विकास के सम्बन्ध में अनेक कार्यक्रम तैयार किये जा रहे हैं। हाटलों की संख्या बढ़ाने, वन्य पशुओं को देखने का आकर्षण बढ़ाकर, सांस्कृतिक और समुद्री तटों के विकास करने आदि कार्य-क्रमों पर अमल किया जा रहा है।

नगरिक विमानन के क्षेत्र का जहाँ तक प्रश्न है, वहाँ ये सुधार के काम में लग हुए हैं और काफी सुधार हो चुके हैं। 6 हवाई अड्डों पर विमानन के लिये सहायक उपक्रम खोलाये गये हैं, 3 हवाई अड्डों—इन्दौर, अगरतला, गोहाटी में विमानों की दोड़-पट्टी

पर रोशनी में सुधार व्यवस्था की है। एक बोईंग 707 विमान को बल्कुल माल कोने के लिये छोड़ दिया गया है। इससे बड़ा फायदा हो गया है कि आज हम 405 टन माल प्रति सप्ताह भेजने की स्थिति में आ गये हैं, जिस से हम काफी विदेशी मुद्रा का उपार्जन करते हैं।

इनकी एक योजना है कि जापान के सह-योग से नालन्दा में एक बड़ा एयरकंडीशन्ड होटल बनाया जाये जिस पर करीब 1 करोड़ रुपये खर्च होगा। जापान से इसका नक्सा भी आ गया है, लेकिन यह काम कब हाथ में लिया जायेगा, यह तो मंत्री जी ही जानते होंगे। वे बुद्धि बता दें तो अच्छा होगा।

एक विशिष्ट परेशानी की हालत में मैं कार्ड की उड़ान के सम्बन्ध में पूछना चाहता हूँ। मंत्री महोदय इस के सम्बन्ध में नीति बताये कि वह क्या करना चाहते हैं। अपने जवाब में वह बता सकें, तो मैं बहुत आभारी होऊंगा।

हमारे श्री जमीनुर्रहमान साहब ने बड़ा अच्छा कहा था कि पर्यटन विदेश को लाग हो करते हैं ऐसी बात नहीं है। हमारा देश ही एक बड़ा विश्व है, यहाँ भिन्न-भिन्न भाषा बोलने वाले हैं। मेरे कहने का मतलब यह है कि अगर देश-वासी समूचे देश को देख पाते हैं तो वे ऐसा अनुमान करते हैं कि सारे विश्व को ही उन्होंने देखा लिया है। इसलिए अपने देश के लोगों के लिए सस्ती दरों पर होटल बनाये जायें, जिससे वे पर्यटन के लिये प्रोत्साहित हों।

इस मंत्रालय के द्वारा हिन्दी का प्रयोग तो होता है, लेकिन इस सम्बन्ध में स्थिति अभी सतोषजनक नहीं है। इस लिए मंत्री महोदय इस ओर ध्यान दें।

मुख्यमंत्रियों के लिए उड़ान बन्द हो गई है। वह क्यों बन्द हो गई है, इसका

कारण मुझे मालूम नहीं है। वह हड़ताल के समय बन्द हो गई थी। सरकार ने हड़ताल का सामना तो बड़ी दृढ़ता के साथ किया था और उन को तोड़ दिया था। लेकिन मुजफ्फरपुर के लिए उड़ान अभी तक बन्द है। मैं मंत्री महोदय में आग्रह करूंगा कि पटना-मुजफ्फरपुर-दरभंगा-मधुबनी तक बिमान सेवा आरम्भ की जाये। इसी तरह कलकत्ता से दरभंगा और दरभंगा से कलकत्ता काठमांडू तक उड़ान को व्यवस्था की जाये।

इम मंत्रालय में जो हिन्दू अनुवादक काम कर रहे हैं उन को स्थायी कर दिया जाये। इसी प्रकार श्रेणी 2, 3 और 4 के जो कर्मचारी तीन वर्ष से काम कर रहे हैं, उन के अस्थायी पदों को भी स्थायी बना दिया जाये। वित्त विभाग के अनुसार इस मंत्रालय में काम करने वाले टेलीफोन अपरेटरो का ठोक रेशन नहीं मिल रहा है। आखिर यह मंत्रालय उन बेचारे टेलीफोन अपरेटरो पर क्यों ताराज है? उन को अपना हक क्या नहीं मिल रहा है?

गत 2 तारीख का पटना हवाई अड्डे पर हवाई जहाज नहीं उतर सका, जिस के कारण सदस्यो और स्वयं स्पीकर महोदय को बड़ी असुविधा हुई। पटना न केवल बिहार का राजधानी है, बल्कि वह एक ऐतिहासिक स्थान भी है। सब तरफ से लोग वहां आते जाते हैं। इस लिए ऐसी व्यवस्था की जाये कि पटना हवाई अड्डे पर दिल्ली हवाई अड्डे व समान आधुनिक उपकरण लगाये जायें, ताकि विषय में इस प्रकार की घटना की पुनरावृत्ति न हो।

दरभंगा में एक मिलिटरी एयरपोर्ट है। हम बराबर कहते आ रहे हैं कि उस के एक हिस्से को सिविल एयरपोर्ट बना दिया जाये, ताकि नागरिकों को भी सुविधा हो। मधुबनी

में भी एयरपोर्ट है, लेकिन वह अविकसित हालत में है। उसका विकास किया जाना चाहिए।

लोग कहते हैं कि आशुतोष जनता सरकार पर निर्भर करती है। मैं इस विचार का खंडन करता हूँ। हमारे क्षेत्र में एक स्थान है बलिराजगढ़, जहां राजा बलि हुए थे। लोगों में भरने इनिशियेटिव पर गढ़ को छोड़ा है और कई बहुमूल्य चीजें निकाली हैं। मेरा निवेदन है कि मंत्री महोदय अपने एक्सपर्ट्स को वहां भर्ज और वहां एक पर्यटन केन्द्र खोलने की व्यवस्था करें।

उपाध्यक्ष महोदय, आप भी अनुभव करते होंगे कि जब हम एयरपोर्ट पर जाते हैं, तो एनाऊंस्टर की भाषा स्पष्ट न होने व कारण कभी कभी धोखा खा जाते हैं। इसलिए एनाऊंस्टर को कहा जाये कि वे स्पष्ट बोली और स्पष्ट भाषा में एनाऊंस्टर करें कि कौन जहाज किस समय, कहां के लिए खाना हाने वाला है।

मैं यह भी निवेदन करना चाहता हूँ। पूर्णिया के चूनापुर हवाई अड्डे का चालू किया जाय।

बिहार में पुरातात्विक और सांस्कृतिक स्थलों को खुदाई, पर्यटन की सुविधा, संग्रहालय की स्थापना और भौगोलिक क्षेत्र में बड़ी जन्तुशाला हानी चाहिए। वहां विदेशी मुद्रा कमाने की पर्याप्त गुंजायश है। बिहार धर्म, दर्शन, और संस्कृति के क्षेत्र में सदियों से विभूतियों को जन्म देता रहा है। आधुनिक युग में भी महात्मा गांधी और विनोबा प्रभृति विभूतियों ने उस को अपना कार्य-क्षेत्र बनाया है। मंत्री महोदय इन बातों को ध्यान में रख कर अगर बिहार को हिन्दुस्तान के पर्यटन और विमानन के नक्शे में स्थान देंगे, तो हम उन का आभार मानेंगे।

श्री भलबन्ध झागा (पाली)
उपाध्यक्ष महोदय, प्रधान मंत्री के जिन
वाक्यों को हम मंत्रालय की रिपोर्ट में प्रकाशित
किया गया है, मैं उन को पढ़ कर सुनाना
चाहता हूँ।

"Let us give every tourist a warm
welcome. Let us share with our
guests the warmth of our heart and
the rich heritage of our country."

[SHRI P PARTHASARATHY in the Chair]

माननीय सदस्यों के भाषणों, श्री
राज्य मंत्री महोदय के सारगर्भित भाषण,
को सुनकर मुझे ऐसा मालूम हुआ कि टूरिस्ट
महकमा एक ऐसा महकमा है, जिस से
केवल घनवान लोग ही लाभ उठा सकते
हैं। सारी दुनिया कहती है, और मैं भी
कहता हूँ, कि बहुत अच्छा काम हुआ है।
इस विभाग के पास जितने साधन हैं, उनको
देखते हुए वह अच्छा काम कर रहा है।
विभाग में यह टारगेट रखा है कि 1980
तक दस लाख यात्री यहां आयेंगे।
लेकिन मबाल यह है कि राहुल सांकृत्यायन
के शब्दों में जो "धुमकड़" हिन्दुस्तान में
घूमना चाहता हैं, उन के लिए क्या सुविधा
है।

ये सारी बातें जो कहने हैं हम में टूरिज्म
को काममें या एक इंडस्ट्री की तरह लेने हैं।
हममें देश को एक करने की बात नहीं है। दिल
से दिल के मिलने की बात होनी चाहिए।
आज बिहार का रहने वाला राजस्थान
में आ जाये और यह फील करे कि मैं
राजस्थान का बन जाऊं तो अच्छा है या
केरल वाला अगर राजस्थान में चला
जाये तो वह भी यह फील करे इस तरह
की बात होनी चाहिए। अब जैसे महाराष्ट्र
के माटे साहब हैं ये राजस्थान में आएँ
तो इन को वह प्यार भरा हुआ मन और
अच्छी मुहब्बत मिले जिस से ये खुश हो जाएँ।
इस के लिए आप की रिसर्च होनी चाहिए।

मैं माननीय राजबहादुर जी से प्रार्थना
कि एक रिसर्च डिपार्टमेंट कायम कीजिए।
4 लाख 65 हजार यात्रियों से या 10
लाख यात्रियों से संतोष नहीं कर लेना है।
सारे राज्यों के जिनने टूरिस्ट कार्पोरेशंस
बने हुए हैं उन का और आप का एक
कोऑर्डिनेशन होना चाहिए। आज वे तो
भलग जाते हैं और भ्रम का डिपार्टमेंट
भलग जाता है। पहला काम यह करना
है कि हिन्दुस्तान का साधारण आदमी
सब जगह जाए और आराम का अनुभव
करे। केवल विदेशी पर्यटक ही नहीं, देश
के लोग भी हर जगह आ जा सकें।
हम ने भरवो रुपये कमाए और भी कमाएँ
लेकिन हमें यह भी करना जरूरी है कि
हिन्दुस्तान का एक पड़ा लिखा साधारण
आदमी प्रकृति की गोद में, पहाड़ों की तराई
में, समुद्र के किनारे और धार्मिक स्थानों पर
जा सके। वहां पर जो का आप की
जहले की बनी हुई धर्मशालाएं हैं जो
हिन्दुस्तानियों ने अपने अच्छे अच्छे स्थान
बना रखे हैं उन के डेवलपमेंट का क्या
तरीका है? जहां जहां पर ऐसी पुरानी
धर्मशालाएं हैं पुराने मंदिर हैं, धार्मिक
स्थान हैं उन स्थानों का विकास होना
चाहिए। किसी तरह आप कोऑर्डिनेशन
कर के यह काम करें ताकि यात्री वहां जा
सकें और आराम में रह सकें। आज भी
बहुत से ऐसे स्थान हैं जो साधन
न होने में बिखर गए। राज्यों में टूरिस्ट
जाते हैं, वहां पर क्या है? एक डाक बंगला
है जिस में साधारण आदमी जा कर ठहर
नहीं सकता। आप एक धोकड़ा यह बतलाइए
कि एक राज्य में दूसरे राज्य में कितने
लोग जाते हैं और एक राज्य से दूसरे राज्य
में जाने के लिए क्या साधन हैं, उन के लिए
वहां क्या सुविधाएं हैं?

श्री राज लहाव बंडे (राजमहाराज) :
इस के लिए कमलापति त्रिपाठी जी बैठे
हुए हैं, राजबहादुर जी क्या करेंगे?

श्री जूल बन्द छाया : कमलाप विभागी जी ने जोनल टिकट भी बन्द कर दिए। उन्होंने यह कर दिया कि जो हमें एक एरिया में जोनल टिकट मिलते थे वह अब उपलब्ध नहीं होते। इसलिए साधारण आदमी नहीं आ जा सकता।

सारे पर्यटन विभाग का एक दृष्टिकोण है कि या एक कार्मिगल डिपार्टमेंट है। मैं निवेदन करूंगा कि हम को काममें की निगाह से नहीं देखना चाहिए। देश के आदमी सुन्दर सुन्दर स्थानों पर जा कर वहाँ के सौन्दर्य की अनुभूति कर सकें यह दृष्टिकोण इस में होना चाहिए।

एक बात मैं यह कहना चाहता हूँ। आज भी होटल्स के मामले में जैसे अभी साठे साहब ने भी यह प्रश्न किया था और एस्टीमेट्स कमेटी ने भी अपनी रिकमेंडेशन में यह कहा है :

"The Committee note the shifting of emphasis from the 5 star to 3 star hotels in the proposed Fifth Plan. They still feel that much remains to be done for providing accommodation at cheaper rates to cater to the needs of tourists with moderate means."

एक साधारण आदमी जिसकी कोई खास आमदनी नहीं है वह किस तरह से किसी होटल में जाकर रह सकता है। सभापति जी, आपको पढ़कर आश्चर्य होगा, कमेटी ग्रान पब्लिक अंडरटेकिंग ने एक नोट लिखा है जो इस प्रकार है :

"The Committee are surprised to note that in the case of Ashoka Hotel, New Delhi the outstandings as on 31st March, 1973 amount to Rs. 51.73 lakhs out of which a sum of more than Rs. 15 lakhs was stated to be due from Ministries, Government Departments and Embassies."

51 लाख रुपये बकाया हैं। फिर उप्रकी उन्होंने रिपीट किया। 1976 में कमेटी

ने कहा हमें कुछ है गवर्नमेंट क्या करती है। कमेटी ने कहा है :

"The Committee feel that no serious efforts have been made for prompt realisation of dues from Ministries, Government Departments and Embassies as the recommendations of the Committee have not been implemented."

बिलकुल ठीक है। यह बात मैंने आपसे कही।

दूसरे अगर राजस्थान के बारे में मैं नहीं कहूंगा तो बात अगूरी रह जायेगी। मिनिस्टर साहब राजस्थान से ही आते हैं। माऊंट आबू और रानकपुर के बारे में मैंने सवाल किया तो आपका उत्तर आया :

"Mt. Abu and Ranakpur are noted for their exquisite Jain temples built of marble in 11th, 13th and 15th centuries. In the previous Plan periods the Department of Tourism contributed 50 per cent of the cost for the construction of a Tourist Bungalow at Mt. Abu, and also met the expenditure on bringing electricity to Ranakpur."

यह आपका जवाब है। माऊंट आबू और रानकपुर जैसे स्थानों के लिए मैंने कई बार सवाल उठाया है। उसका जवाब आया कि बहुत अच्छी जगह है, वहाँ बड़ा सौंदर्य है और वहाँ पर काफी पैसा लगाना चाहिए लेकिन मैं कहूंगा कि कहीं हिन्दुस्तान में यह बान तो नहीं है कि मिनिस्टर चूँकि राजस्थान के हैं इसलिए उनको डर लगता है राजस्थान का विकास करने में। राजस्थान में माऊंट आबू और रानकपुर के जैसे टैम्पल सहीं वैसे हिन्दुस्तान में बहुत कम हैं। आम तौर से लोग यही समझते हैं कि राजस्थान तो रेगिस्तान ही है। हमारे राज्य मंत्री मेहरबानी करके वहाँ जायें और लौट कर बड़े मंत्री जी से कहें

[श्री मूल चन्द डागा]

कि वहां पर पैसा लगाना बहुत जरूरी है। माऊंट आबू और रानकपुर के लिए आपन फर्माया था कि टूरिस्ट्स वसेज चलायेंगे लेकिन वह नहीं हुआ। अब आशा है शायद वह हो जायेगा। इसी तरह से जोधपुर के हवाई अड्डे के लिए कितने साल हो गए सवाल करने हुए लेकिन अभी तक वह एरोड्रोम नहीं बना।

"The Civil Aviation Department has formulated plans to construct a civil enclave at Jodhpur aerodrome at an estimated cost of Rs. 13 lakhs. The work on construction of necessary taxi tract and apron is in progress. An expenditure of Rs. 3.03 lakhs has been incurred upto February 1974."

कब तक वह एरोड्रोम बनेगा इसका कोई पता नहीं है।

इसी तरह से जो दिल्ली का एयरपोर्ट है उसपर कितना कारगो जमा है उसको भी आप देखें। आज भी लोगों की शिकायत है कि वहां पर कितना सामान पड़ा हुआ है। आप मेहरबानी कर के इस का जवाब दें कि वहां पर जो कारगो इकट्ठा हो गया है, उस को आप कैसे क्लियर करेंगे।

मैं चाहता हूं कि आप टूरिज्म के महकमे पर कोई रिसर्च करवाये ताकि साधारण आदमी भी इस का लाभ उठा सके।

SHRI VASANT SATHE (Akola): Mr. Chairman, Sir, I rise to support the Demands relating to the Ministry of Tourism and Civil Aviation. While doing so, I would like to make a few points.

Firstly, if you want to develop tourism in a big way, why can't you think in terms of attracting smaller

and middle class people from Western countries? You know the clerks there who have their savings and want to come to India. India has a charm of its own. That attracts people to India. It is not your five-star hotels. The common people want to come and see the real India, the ancient India, the cultural heritage of India. Let our people invite the people from those countries to come and live with them. They will know India better. Their expenses will also be less. Instead of living in these five-star hotels, they will live with the people.

I can tell you from my own personal experience. I had invited a pen-friend of mine. She came here with family, stayed here and she was so much charmed by our daily life, the way our ladies cook, the way they do the things and all that. These are the things that the people from the outside world want to know about India. What is the charm in moving from one air-conditioned room to another air-conditioned room? Therefore, let them come to see the real India and to live with Indians. If you can do this, lakhs and lakhs of people can come to India.

Let your Embassies advertise as to who want to come to India. You can have a list of people in India who are willing to have these people come and stay with them as their guests. Let the people be invited from France, Germany or Latin America. Let us encourage Latin American people to come here. Don't think only of USA, England and all that. Let us encourage our African brothers, our Asian brothers, the people from Japan, Thailand and Indonesia. We have to develop, even from political angle, greater relationship with these developing countries. Therefore, you invite them to come and stay with the people here. You advertise and ask, "Who are the persons who are willing to have guests from outside to stay with them?" I am sure, at least 50 lakh middle-class families in this country will make an offer to keep these people as their guests. That is the way to develop

tourism. We must think of new ways of developing tourism in our country, to attract more and more tourists to our country.

Even if you want to encourage tourism the other way, have small huts. In these places of attraction, Khajuraho and other places that you have, have small huts where they can come and stay. Let them have a glimpse of your cultural life. Arrange folk dances for them. I have seen many tourists who come here and visit these places of interest and who want to know about our cultural life. I had been to Udaipur. They are taken to those typical places, like, Lake Palace, this and that. They ask: What is the cultural life of India? There is no place where they can see that. Therefore, you make these arrangements. These are small things but it is these things that attract the people. There must be an imaginative way of doing it.

India is a big sub-continent. You want to connect only big cities. For 24 days' stay, a person must go quickly from one place to another. You have grounded the Avro. It has been certified that there is nothing wrong with it.

MR CHAIRMAN: They have not been grounded.

SHRI VASANT SATHE: They had. Now, they have certified that they are perfectly all right. Our factory in Kanpur is being under-utilised. Why don't we have more Avros? From some central place, may be Nagpur or Kanpur or some other place, have short-distance flights to these spots of beauty, one hour flight, half an hour flight, like that. Apart from connecting the in-country people and making it possible for them to go from place to place at a faster rate, you will encourage tourism also. Go to Ajanta, Khajuraho, Ellora, etc. Go to these places which are only a short distance away; otherwise the tourist traffic going to Calcutta, Bombay and other

big places have hardly a place or two to see. Therefore, kindly do this.

To come to my last point, Mr. Raj Bahadur, I want to ask you the economics of taking a whole plane to Nagpur and bringing it back half empty. As I had been pleading with you, why can't you touch Nagpur through one of the planes going South to Hyderabad, Bangalore or Madras. Nagpur, today, is not connected with the South at all by any service. None of the planes by which Central India is served is connected with the South they have to go via Calcutta or Bombay. This means half an hour more? I have gone by those planes. So, I plead with the Minister to kindly touch Nagpur through some plane going South. I don't understand your present economics of taking a whole plane there and bringing it back.

श्री राज सहाय पांडे (राजनंदगांव)
सभापति जी, पर्यटन और नागर विमानन मंत्रालय की मांग का मैं समर्थन करता हूँ और पर्यटन विभाग के मंत्री श्री राज बहादुर जी तथा श्री सुरेन्द्र पाल मिह को और सभी कर्मचारियों को मैं बधाई देना चाहता हूँ कि जिस तत्परता के साथ वह हमारे राजदूत का काम अन्तर्राष्ट्रीय क्षेत्र, पर्यटन जगत में करते हैं उन को भी बधाई देता हूँ। जब किसी देश में हमारा वायुयान उतरता है तो हमारे यात्री उस धरती पर उतरते हैं, शहर में जाते हैं और जब बाहर से हमारे देश में जहाज उतरता है तो वहाँ के लोग बड़ी आतुरता के साथ हमारे देश में प्रवेश करते हैं। इस समागम के जीवन में हम देखते हैं मानव के स्वभाव को, अपने अंदर संसार को देखने की जिज्ञास और अनुसंधान की भावना लेकर वह आता है। जीवन भर मंचित आसानी से वह देखना चाहता है कि संसार कैसा है, कितना सनातन है, कितना पुरातन है, कितनी प्राकृतिक छटाये हैं, कितना सुरम्य स्थान है, कसे लोग हैं, कैसा रंग है, कैसा परिधान है, कैसा

[श्री राम सहाय पांडे]

व्यवहार है, कैसी मुस्कराहट, कैसे धुंवरू है, कैसी ध्वनि है।

श्री राज बाहदुर जी की दूरदर्शिता की मैं प्रशंसा करता हूँ कि उन्होंने ने 1980 से यह कहा है कि अन्तर्राष्ट्रीय सैलानियों की संख्या 10 लाख हो जायगी। और 10 लाख के साथ साथ हमारी आमदनी बढ़ेगी, और प्लानिंग कमिशन से उन्होंने 4 करोड़ 18 लाख की स्वीकृति भी ले ली। मैं समझता हूँ यह एक उद्योग है, और उद्योग के प्रतिरिक्त एक मानव भावना है सत्कार को देखने की। इस का आदर होना चाहिये।

श्रीमान्, मैं कहा से आरम्भ करूँ।

अन्तर्राष्ट्रीय जगत का कोई किसी क्षेत्र और कोने का व्यक्ति भारत में आता है तो सब से पहले हमारी अपेक्षाएँ क्या होनी चाहिये देने की। हमारी प्रवृत्ति होनी चाहिये आतिथ्य से उन को मजिद करने की। सब से पहले मैं कस्टम को लेता हूँ। जो सैलानी और खास तौर से वे सैलानी जो बाहर में हमारे देश में आते हैं, वे करीब करीब उतरती उम्र के होते हैं। वे सब से पहले यह देखना चाहते हैं कि किस प्रकार से कस्टम के लोगो ने उन का सत्कार किया है, किस मुस्कराहट से, किस पोलाइटनेस से, किस माधुर्य से, किस आह्लाद से साथ उन का बल्कम किया और स्वागत किया। अगर कस्टम के अफसरों ने उन से यह कहा कि हम आप की क्या सेवा कर सकते हैं और बड़ी जल्दी जल्दी उन को डिस्पोज आफ कर दिया, तो वे बहुत प्रसन्न होते हैं।

उस के बाद जब वे 'टैक्सी पर आते हैं और टैक्सी स्टैड पर खड़ी हुई टैक्सी की शक्ल को देखते हैं कि वह कैसी है और टैक्सीवाला किस आतिथ्य के साथ उन का बल्कम करता है अगर टैक्सीवाला उन से अच्छी तरह से बात करता है तो वे और भी प्रसन्न हो जाते हैं।

उस के बाद के सड़कों की स्वच्छता की देखते हैं और उस के बाद अपने निविष्ट स्थान, जहाँ पर होटल है, पर जाते हैं। आप ने यह सब ठीक किया है और वायुयानों के लिए जो हैगर हैं उन की व्यवस्था भी मेरे क्वाल से ठीक है। इस के अलावा अपने देश में जो आप ने हवाई भूँ बम्बई, मद्रास, कलकत्ता आदि जगहों में बनाए हैं उन को देख कर इच्छा होती है, न इच्छा होते हुए भी इच्छा होती है, कि आप को बधाई दूँ। न इच्छा होने की बात यह है कि सत्कार की तुलना में हम शायद पीछे हैं लेकिन अपने देश की स्थिति को देखते हुए आप बहुत भाग्य बडे हैं क्योंकि हमारे यहाँ बहुत से प्रश्न हैं और बडे बडे प्रश्न हैं जो हिमालय की तरह विशाल हैं। उन का समाधान करते में बहुत कुछ काम करना है।

इस टूरिज्म के विभाग द्वारा आप सत्कार के लोगो को भारत आने के लिए निमन्त्रित करते हैं और अपने प्रचार के द्वारा खुजराहो और कोणार्क की बात करते हैं, हिमालय की बात करते हैं, कन्या कुमारी की बात करते हैं, पुरातत्व की बात करते हैं सनातन सस्कृति की बात करते हैं और परिधान की बात करते हैं और यह कहते हैं कि हमारा देश साहित्य और लिखित कलाओं से भरा पडा है। इन सब को देखने की जिज्ञासा लेकर बाहर से लोग यहाँ पर आते हैं। मेरी आप से यह प्रार्थना है कि जहाँ तक संभव हो, उन लोगो की यह जिज्ञासा पूरी होनी चाहिए। अभी मैं ने अक्बर होटल में एक कार्यक्रम देखा था। वहाँ पर भारतीय स्वरूप दिखाई पडता था। हमारी परिचारिकाएँ, वहाँ की गायिकाएँ, वहाँ के वादक उन बाहर के लोगो को जिस सांस्कृतिक स्वर से आनन्द पहुँचा रहे थे उस से वे भूम भूम कर आनन्द में रहे थे और उन के मुखों को देख कर मैं यह समझ रहा था कि वे अपने नंगेपन से दूर हो कर इस देश की सभ्यता से आनन्दित और आह्लादित हो रहे थे। वे यहाँ के परिधानों से सुसज्जित नृत्य और धुंवरू के स्वरों से आनन्दित हो रहे थे। मेरा

कहना वह है कि इस को और बेवकूफ़ किया जाए ।

इस में साथ साथ ही काम करने वाले कलाकारों को भी बर्बाद देना चाहता हूँ । वे कलाकार जोष्ठ से जोष्ठ और धुल्ले से धुल्ले व्यक्ति हैं और उन के साथ देश विदेश में उड़ने वाली परिवारिकों को भी मैं नहीं बूल सकता हूँ । मेरी एक लड़की खुश भी परिवारिका है । उन्होंने अपने स्वयं और परिवार से, अपने मादर और मादर से देश की संस्कृति को बढाने में बहुत मदद की है । हमारी लड़कियाँ इतनी धुल्ली परिवारिकाएँ हैं जोकि बड़े मिठास से और धुल्ले व्यवहार से उपस्थित होती हैं और बड़े मादर के साथ बाहर से आए हुए लोगों का स्वागत करती हैं । इन तमाम लोगों के साथ साथ पायलट्स और दूसरे जो कर्मचारी हैं, जिन्होंने अपने वायुयानों द्वारा बड़े परिवार के साथ अन्तर्राष्ट्रीय जीवन में भारत को व्याप्ति प्राप्त कराई है, उन को भी बर्बाद देता हूँ । सचमुच, मंत्री जो आप और आप का मन्त्रालय बर्बाद का पात्र है ।

यह कह कर मैं समाप्त करता हूँ ।

SHRI RANABAHADUR SINGH (Siddhi): Among all the potentialities that this country has to become great, I think, tourism offers the most. Listening to the words of the Minister of State, one is re-assured that this Department is giving all the thought that is due to making tourism an industry which would progressively do a lot for our country. I am aware that what he mentions is that the constraints of finances for this Ministry are, at this moment too, almost insurmountable as regards what we could possibly do. But I would only like to say in this context, as my good friend, Mr. Vasant Sathe, has said, that there are constraints on finances, but constraints on imagination are not there. We as a country, we as a people with culture, do not have constraints on imagination, and if we were to use it, probably we might top the list, in the world, as a

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tourist country. If we take hotel rooms, as Shri Sathe has taken words out of my mouth, imagination would make a hotel rooms far more different than what it is now, almost a curse to the international tourist. He has the same camera, he is taken to the same spot and when they compare their pictures, invariably all the tourists who have visited the place, come back with similar photographs. That is rather a sort of torture for people who spend that much amount of money to take a fresh look at the world.

We, in this country, have the most to offer in wild life. I would plead with the Department to take a fresh look as to how better films on wild life could be procured in this country. It is agreed that making a wild life picture is a very costly proposition, but there are many enthusiasts in this country, and one of them, an hon. Member was sitting here, and my good friend and hon. Member Shri Brij Raj Singh, and others, who have a large variety of wild life films with them. I am sure, they would be very glad to lend some of those films to the Tourism Department and which can be profitably shown in other countries and people can be attracted.

In the same context, I think that the live photography of Safari has not been properly organised. Whereas we use the shoot games, it is time that we organise Safari on proper scale, so that people can go out and take photographs.

In Madhya Pradesh, Bandhavgarh sanctuary is something unique in this country, because it offers two things together—wild life and archaeology. There is no other wild life national park in this country which offers combination of these two things. I would plead that a little more effort and a little more help from the Department should be given to Bandhavgarh. It should be put on to the map. There could be an air service which could link Khajuraho, Jabalpur, Bandhavgarh, Kandha and Varanasi. It would complete that small extra link to the golden triangle of Delhi, Khajuraho, Varanasi and Kathmandu.

[Shri Ranabhadur Singh]

I have been told that there are many people who are willing to put up small huts in Kandha and Bandhavgarh and these huts would compare with the services of Five—Star hotels. They are also willing to run these air services on their own, provided the Ministry would have a look at this scheme and approve.

Then, Sir, there should be more frequency of air service to Bhopal. There is a lot of traffic there. The Boeing that goes from Delhi to Calcutta should also stop at Ranchi which is a very important industrial centre.

THE MINISTER OF TOURISM AND CIVIL AVIATION (SHRI RAJ BAHADUR): Mr. Chairman, Sir, I am extremely grateful to the hon. Members who have participated in the debate on the Demands for Grants of this Ministry. I found, as was to be expected, that there was an underlying consensus, almost unanimity, about the need for laying greater emphasis on the promotion and development of tourism and on the services that supplement and support our efforts to develop tourism. My hon. colleague, Shri Surendra Pal Singh, has very fully, and, I think, meticulously and neatly stated the case, what our efforts so far have been and what we plan to do in the coming years. He has also given a convincing sequence of facts and figures by which he has established, how India is not lagging behind in tourism, and that we have some sort of a policy, and are working according to certain broad guidelines that generally and broadly reflect the wishes, the views and the opinions that were voiced in the House to-day from different sections of the House. I am grateful for those views. I would submit just to remove any impression to the contrary, that though we have not adopted a formal policy resolution on tourism a policy has grown and evolved over the years. Further it has not been just by fits and starts that we have been functioning in this Ministry. We have got certain

objectives and we pursue them. We have got certain views of our own that fully recognise the inherent dynamism of the tourism industry. We have not confined ourselves merely to the resources of our own imagination, to use the phrase given by Shri Ranabhadur Singh. We have also involved experts from time to time. We have undertaken studies and surveys. We have held discussions and conferences. In short, we are guided by a general consensus about promotion of tourism in the country. But let it be recognised, as was observed by my colleague, that we have to work in broad framework of our national priorities. Our feeling is, and I also share it to some extent that perhaps a little more and higher priority should have been given to tourism. The Estimates Committee has been kind enough to make a recommendation in the same light, in the same way and I am sure that that will be given the fullest consideration. But, for the time being, we all know that the highest priority must go to irrigation, food, electricity, steel and so many other things and, therefore, we have to take our due place in this context. May I, however, say that within these broad guidelines that I have just now placed before you we have to achieve a growth rate of 15 per cent per annum in our tourist Traffic and we are striving for that, and we hope that we may be able to achieve it. But as it all depends upon so many circumstances beyond our control, we may not achieve this high rate of growth. This is one reason why, I would very respectfully submit, that it may not be practical for us, and at any rate it is not so urgent for us to come up with a formal resolution on policy on tourism. A formal resolution on policy in the matter of industrial policy, or family planning or in some other spheres can be conceived of, but so far as tourism is concerned it is subject to a variety of factors and circumstances and to the exigencies of the situation at a given time. So, in our case, we depend upon certain conditions and factors such as peace and congenial economic conditions. Essentially the tourists who come are

ambassadors of peace and goodwill. Tourism is an industry that promotes international understanding, and therefore it thrives only in peace and harmony in world. So far as we are concerned we promote tourism not merely to earn foreign exchange, although that is an important consideration but much more than that we promote it for fostering amity and goodwill at the international level and national integration at home. When we think of domestic tourism, we want intermingling of our people from the south with the north and of the people of the west with the east and *vice-versa*. In short, we want contacts between the people of one part with those of the other part of the country, what is the desire in our heart? The desire is that people living in Leh or Srinagar or Baramula or Kargill should be able to intermingle with people in Trivandrum and Kanya Kumari and *vice versa*. So, this is something which we want to achieve.

We also have laid down certain targets for ourselves to earn foreign exchange, because we do want that tourism should be of some substantial help to our economy. We cannot merely be idealists. We have to earn some valuable foreign exchange. Therefore, sometimes we feel, as the NCAER (National Council of Applied Economic Research) has said in the course of a study that it has conducted recently, that only 5 per cent of the foreign exchange that tourism earns is being given to us for promotion of tourism. At the same time we do realise that whatever we earn cannot all be allocated to us. It has to fit into the entire broad frame-work of our economy, ...

SHRI VASANT SATHE: If you spend 20 per cent more you will earn 40 per cent more. Then probably the government will agree and give you more.

SHRI RAJ BAHADUR: I will at once yield to my friend but let me say

that that is exactly what our efforts are the world. We were, fortunately, aimed at, I said that we want to have a 15 per cent growth and we have also set a target that by 1978-79 we should achieve a target of earning at least Rs. 200 crores through tourism.

Then, at the same time there is yet another positive aspect of tourism that we should take note of. To-day our tourism employs about a million people in different trades. A million people means 5 million mouths are being supported by this industry and more can be supported directly and indirectly. But there is a negative aspect also which has to be taken care of while talking about policy-making, and that is that we should not be swept off our feet by the impact of foreign tourists. We must remain true to our culture and cultural heritage; true to our civilisation. We should present our cultural and way of life to foreign tourists.

So far as tourist attractions to our country are concerned, we have five attractions; these are our mountains—the snow-capped peaks; our beaches—the palm-fringed coastline; our wild life—flora and fauna; our cultural heritage;—our monuments and temples; and above all our life style which is quite different from the life style of the people in the West. This is what we have got to preserve. When we have to preserve that, it is quite apparent that we cannot allow ourselves as I said earlier, to be swept off our feet. We have to avert the unhealthy or unwelcome social effects and repercussions of tourism. How do we do it? Our advantage is that we have got a tremendous population, that cannot be easily swayed. Despite the foreign domination of a century and more, we held our ground. The country has preserved and kept its cultural traditions. While we are not tradition bound, we cherish and value certain traits and features in our heritage and

[Shri Raj Bahadur]

traditions that are good and noble for us, that are immortal for us. Similarly we also know that our cultural heritage is such as cannot be easily swayed or swept off. Therefore, we do take due care to see that through our hotels, through our tourists institutions what people from foreign lands get should be the Indian aspect of life, the Indian style and character.

Shri Jadeja, I see your point. We have got to reconcile the two opposing demands or requirements—on the one hand we have to provide modern amenities as have been made available by the development of modern technology, and on the other hand we have also to see that the decor, the cuisine, the form and style of entertainment is Indian as far as possible and practical. That is exactly what we want to do. That is a part of our policy. Besides, we do not want to slavishly imitate and import some Western styles or Western modes, of entertainment.

SHRI VASANT SATHE: They do not want anything Western except toilet.

SHRI RAJ BAHADUR: They want a neat and clean bed also which does not creak or crack.

We want to ensure and stimulate economic development through our tourism effort and let it be recognised that as a result of this policy that we have pursued, it has been proved that we have achieved considerable success and that too in very difficult conditions. The last two or three years have been extraordinarily difficult for tourism and aviation—the oil crisis, the high prices, the hike in oil prices resulting in inflation, then recession on overhead and the costs of all that tourists need going up. All these contributed to pressures which could have easily scotched all our efforts. Whenever economic pressures build up and inflation occurs, they claim tourism and tourist traffic as their first victim and

that is what exactly happened all over the world. We were, fortunately saved because of the help and support given by this House to our policies and programmes. We pursued and with vigour we got results. I would further say that this was largely also due to the growth in productivity in the economic field. In the last one year our productivity has gone up in various sectors of our economy, so has discipline and punctuality in our services. All this has been due to the steps taken by our Government under leadership of our Prime Minister. And this is what has enabled us to achieve our targets.

Just for a moment, kindly think in contrast of the situation that prevailed in Calcutta particularly and in the whole of the Calcutta region generally before 1972. The plight of industries resulting from disturbed law and order conditions that led to some of the foreign airlines to give up their stops at Calcutta. It has been a tremendous task for us to retrieve the situation, after 1972. You will be happy to know that traffic to Calcutta has picked up now. That is in contrast, when law and order broke down, when economy went in doldrums and when peace was not there, you cannot expect that traffic will grow or tourism would prosper.

SHRI VASANT SATHE, Incidentally, what about encond?

SHRI RAJ BAHADUR I will come to that. Since you have raised that point, I will touch that.

But to promote tourism we have recently taken another step. You must have heard of the South Asia tourism year—the year 1975. Recently, there was a meeting of the South Asia Regional Travel Commission, which all our neighbouring countries were represented.

This was presided over or chaired by our Additional Director-General, Tourism, who (Kokrajhar) represented our country at the conference.

SHRI D. BASUMATARI (Kokrajhar): After spending a huge amount of more than Rs. 3 crores to build up the Calcutta Airport as an international airport, why has this work been stopped?

SHRI RAJ BAHADUR: We have not stopped. The foreign airlines found it to be more profitable to come to Delhi or Bombay for that matter, hence the decline in traffic to Calcutta. That was the reason. But we have been encouraging those airlines to serve Calcutta; we have always been persuading them. We have told them that we do not want all our planes to bunch at midnight at Bombay or Delhi. Therefore they must spread out and they should also serve and come to Calcutta or Madras. In that regard we hope that our efforts will succeed.

But I was referring to the meeting of the SARTC. At that conference in Kathmandu a decision has been taken to declare the whole decade as South Asia Tourism Decade. I would appeal to hon. Members to lend their support and extend their blessings to this new effort and programme, with a view to see that we are able to achieve our targets not only from the point of view of earning foreign exchange but also winning the goodwill of our neighbours, working in the closest collaboration with them, because our cultures are very much similar and alike and there are many things which we share with them in common. I also take this opportunity to express the hope that a higher place will be accorded to tourism in national priorities.

I would now like to tell you how difficult the last two years have been for our airlines too and how despite those difficulties our airlines and civil Aviation industry as a whole have done reasonably well. Here is a statement reported in the Press of Knut Hammaskjold, Director, IATA. He says that these two years have been extremely bad. He described the airlines traffic market as being in "shambles," adding, that "everyone is losing

his shirt out there". There is the situation on account of the rise in the fuel prices and rise in other costs. He has given reasons how their situation has aggravated. The reasons are, massive overcapacity, cost outpacing revenue, yields being too low, malpractices being rampant, underputting each other, traffic having plunged drastically over the past two years. So, this was the situation, and, in the light of it, what has Air India achieved? I would say, they have been able to secure unprecedented profits since their inception. There has been a net profit of Rs. 5.10 crores for the year 1975-76 and I think that they deserve some credit for this after the great struggle through which they had to pass last year. And this is the highest net profit that the Air India has ever made since its inception. Also noteworthy is the fact that all international airlines have been finding it extremely difficult to make both ends meet and many, if not all, have been losing during these years. Also noteworthy is the fact that the world economic recession and passenger traffic trends made things difficult. Again, this net profit of Rs. 5.10 crores has been achieved after providing Rs. 12.39 crores on account of depreciation and obsolescence. Interest charges to the extent of Rs. 6.04 crores have also been credited and it is after these provisions that this profit has been secured.

I would like to make a few references to what the Air India has done in this particular year. They have increased the number of flights to Gulf area from 7 to 11 flights. Two exclusive 707 freight services have been started, contributing to cargo exports. A fifth 747 plane has been acquired. We are going to start a service to Australia. In fact the flights have been started with effect from 1st April, 1976. We have also added a new station Baghdad for serving the Middle-East, to which our service was started with effect from 6th April.

Then, Sir, a point was made by an hon. Member why, after the lock-out or the strike, there is no 'rapport' between the Unions and the Management?

[Shri Raj Bahadur]

This is not correct. This is a wrong impression, (Interruptions).

If I may now come to the Indian Airlines, the situation was still more difficult for the Indian Airlines during the last 2½ years (Interruptions). So far as the lockout is concerned, although technically it has not been lifted the whole body of 15,000 workers excepting two have joined. All members of the ACEU except two, and other sections of the employees have also accepted the compromise and the settlement. Why should these two remain stand out? Is it because their noses are bigger than the noses of the management? It should not become a question of prestige or Izzat. I would only appeal to them to give us the support and to fall in line with others, we are not shutting them out; it is they who are shutting themselves out. The responsibility for the lock-out which continues technically falls four square on the shoulders of these two gentlemen of the ACEU who have not seen reason and whom we have not been able to persuade and convince of our bonafides. This is what I would like to say about it.

As regards Air-India I was going to say that there was some relief provided to the Air-India by us about sales-tax. So far Indian Airlines is concerned they asked for a relief in oil prices as they were, after the hike anticipating a loss of Rs 16.5 crores in the year 1974-75 but they were given no relief. However because of certain administrative and economic measures taken in the year 1974-75 ended for the IA happily with a net profit of Rs 1.01 crores. In 1975-76, this figure has gone still higher. The year 1975-76 had ended with a net profit of Rs 3.38 crores which has been secured after making a provision of Rs 3.28 crores for depreciation and Rs 1.85 crores for obsolescence and another Rs. 1 crore for gratuity reserves. That means Rs. 11.13 crores was added to that.

Besides this, may I just tell you how much does the Indian Airlines contribute to the national exchequer? It contributed to the tune of Rs 15.56 crores on account of central excise duty and sales-tax. In 1975-76 the figure comes to Rs 10.25 crores or a little more than that. The sales-tax which is charged for central excise by the State Governments comes to Rs 5.35 crores. That was the reason why we were compelled—the Indian Airlines was compelled—to give up some of their services and, as many as 16 stations had to be given up. They did not want to become a burden on the general tax-payer. And naturally, it had to be done. I am happy to say, however, that Maharashtra Government, has responded magnificently to our request and persuasion and they realised our difficulty and although they want more of services, they have done their bit, to make it possible for the Indian Airlines to run economically and to make it run on sound commercial principles. There was a hike in oil price with resultant addition to the sales-tax. They have responded to our request and have pegged their revenue from sales tax on aviation fuel at the level that obtained before the price hike in oil. (Interruptions)

श्री बिभूति सिन्हा (मोतीहारी) : मंत्री जी, मैं और जगह की बात नहीं करना लेकिन उत्तर बिहार में तीन सड़के तीन करोड़ की पापुलेशन है वहाँ से पलड़ों में बाहर जा नहीं सकते हैं और न घाँ सकते हैं। ऐसी बात नहीं है कि आप वहाँ का हाल जानते नहीं हैं, आप वहाँ का सब हाल जानती हैं इसलिए भगवान के नाम पर वहाँ के लिए कुछ कीजिए।

श्री राज बहादुर बिहार और झारखण्ड : दोनों से ही मेरे सम्बन्ध बहुत गहुरे हैं।

श्री लालमोहन प्रसाद दास (सीतामढ़ी) : मुजफ्फरपुर के लिए हम वहाँ से कह रहे हैं लेकिन अभी तक कुछ नहीं हुआ है।

श्री राम सहाय पांडे : मधुर से आपका क्या मतलब है ?

श्री राज बहादुर : एक जगह समझियाना है और नागपुर में मेरी समुचाल है । मुझे तो दोनों जगहों के लिए साफ्ट कार्नेर है।

श्री वसंत साठे : समुचाल जाते नहीं हैं इसलिए समुचाल से शिकायत है ।

SHRI JAGANNATH MISHRA: I would like to know the Government's policy on the Concord? (Interruptions)

SHRI RAJ BAHADUR: I was just saying this.

Sir, I was just submitting what has been exactly achieved by the Indian Airlines since the Lock-out. I am happy to say that the Indian Airlines have started a biweekly service to Male. We added two additional 737 boeings in September, 1975. I hope with the procurement and arrival of the three Air Buses that have been ordered around November this year, we shall be able to operate the Air Bus aircraft on quite a few trunk routes. The air Buses will be delivered by the end of November and we hope would start operating from 1st February, 1976. There are five routes, namely, Bombay-Delhi, Bombay-Madras, Bombay-Calcutta, Delhi-Calcutta and Bombay-Bangalore on which they will run.

Meanwhile, I may also say that we do recognise that we should improve the quality of our air services further. Sir as far as Avros are concerned they were not grounded on our volition. They are very good aircrafts. It was mandatory obligation imposed upon us by Hawker Sidley, the manufacturers through the HAL, Kanpur who directed certain checks to be done and we carried them out meticulously and scrupulously.

SHRI KRISHNA CHANDRA HALDER: Sir, I want to know about Panagarh airport which is situated near Durgapur and Burnpore, whether Panagarh will be included in the civil air service?

SHRI RAJ BAHADUR: Sir, at Calcutta airport we have just completed the runway which is good for 747 and we hope by the end of the year or early next year a Boing 747s will also start touching Calcutta. We hope certain airlines will also start functioning from that airport.

Sir, we are today engaged in a study for the acquisition of short haul jets and we hope a decision will be soon taken in that connection.

At this point however, I would like to say a few words about on-time performance by I.A. Services. In the year 1973 the punctuality of the Indian Airlines Services was of the order of 45.16 per cent. In 1974—after the lock-out—it rose to 67.68 per cent and in 1975 it rose to 68.07 per cent and in the three months of 1976 it is 69.57 per cent. Remember, that we have to take into account the fact that many of these delays are on account of reasons beyond our control. We have worked on that. The delays on account of engineering snags, commercial or transport reasons constitute a small percentage but it does not mean that we want to condone even these delays. However, while we are trying to cut down these delays we cannot take risks with safety of these flights. As far as safety is concerned, I would like rather like a service not to operate at all rather than operate at a risk. Safety first is our target. We will not compromise on this. If there is bad weather, had beyond prescribed minimum or if there is even a slight engineering fault, we would rather not fly than take risks with safety of our flights.

Sir, I would like to impress upon the hon'ble Members not to compare the air services with other modes of transport. Surface transport is much

[Shri Raj Bahadur]

more amenable to rules of safety or to discipline. Out of 6,727 delays, only 360 were primary delays, due to factors within our control, and they amount to 45 per cent of the total number of flights. The remaining 275 per cent of the flight that were delayed, were for reasons beyond our control.

I would only like to say that so far as the workers' amenities are concerned, I have taken note of the various cut motions. Shri Jagannath Mishra, Shri Unnikrishnan on this side and some other friends on the other side reminded me about these motions. All that I can say is that we shall take note of all those cut motions which relate to our staff in IA, Air India, the Airport Authority and DGCA. We shall examine these, and investigate and do whatever is just, reasonable and desirable. That is exactly what I would like to assure hon. members about.

So far as the standards of safety in civil aviation are concerned we are taking all possible steps to overcome these engineering defects and other defects.

In regard to the Airport Authority also, I may say that a new passenger cargo terminal complex at Bombay has been approved. This will cost Rs 11 crores. Rs 7.16 crores for the passenger complex and Rs 3.8 crores for a permanent cargo terminal.

SHRIMATI PARVATHI KRISHNAN: Are you making adequate provision for the increasing traffic from the Gulf Area?

SHRI RAJ BAHADUR: Yes. That I have already said. Instead of 7 flights now there are 11. We shall certainly bear that in mind.

SHRIMATI PARVATHI KRISHNAN: Because you mentioned the flights I am asking whether in the Bombay airport you have taken this into your calculations.

SHRI RAJ BAHADUR: It will provide for a peak load traffic of 1400 passengers.

The main runway at Calcutta, as I said earlier, has been strengthened for the Boeing 747. We have appointed Regional Scheduling Committees at the four airports and a National Scheduling Committee for avoiding bunching of the scheduled flights, which is really a curse. Countries in the west, and in the east, that is Japan on one side and the European countries on the other, do not allow any service after 9 or 10 in the night. But all services converge on our country at or after midnight at Delhi or Bombay, round about the same time. So we are considering ways and means of how best to remove or overcome the bunching of aircraft, how to avoid it. We want these services but we do not want noise pollution, particularly at night, that disturbs the peace of our people living around at night. We do not want to be rated as second class citizens of the world. We also want our comforts. So we have appointed a National Committee for that.

So far as the cargo position is concerned, I would say that it has been assessed that at Delhi the demand is 1900 tonnes for garments etc., plus 600 tonnes on items other than garments every month. This was in May. From June 1976 to October 1976, the demand will be as much as 900 tonnes for garments and 600 tonnes for others. From November 1976 to March 1977, this will rise to 1100 tonnes to 1600 tonnes. As a result of various meetings that the DGOA has taken or the Chairman, Airport Authority has taken, a capacity of 1900 tonnes has been provided for by all the airlines including Air India in May and onwards. This would take care of the demand till October—this particular capacity. In Madras and Bombay also we are having similar meetings and making similar exercises. In Calcutta, we have already provided for a multi-purpose cargo terminal and there we also hope that the storage capacity that has been

provided is adequate. We want that the Customs who have to be there should kindly make room for us because they are occupying our space, but this is an internal matter which we are taking up with them.

I take this opportunity to tell friends who are interested in the export of garments that we find that packaging is extremely unsatisfactory. The exporters should do all that they can do to avoid this unsatisfactory packaging.

I would only say a few words about the Civil Aviation Department. So much was said about Calicut by Shri Keya and Shri Unnikrishnan. I would say that we still stand committed to the construction of an airport at Calicut. But the fact remains that we have got to cut our coat according to the cloth at our disposal.

MR. CHAIRMAN: The complaint is that there is delay it must be abridged.

SHRI RAJ BAHADUR: The delay is for reasons beyond our control. We want that we should be able to do that, but in the scheme of priorities, should we take Bombay first, or should we take other places which require first attention? Cochin for instance. I will just come to that also say what has been our effort.

16 hrs.

In the last two years we have done something to make up for deficiency in safety controls. So far as airports are concerned, the control tower at Delhi was almost non-existent, the control tower at Delhi has been constructed, a control tower at Ahmedabad has been constructed. Then we have done the extension and strengthening of the runway for Boeing 737 at Jaipur and for HS 748 at Jabalpur and Porbunder. A new customs block has been added in Trivandrum. The work in progress, are the airport

at Barapani in Shillong area and civil enclave at Pune and Jodhpur. Somebody said that nothing was being done at Jodhpur. The civil enclave is coming up there. The runway at Keshod is being extended. Shri Vikaria told me that they were not happy about the situation. The work at Keshod, I hope, will be completed soon. The strengthening and extension of the runways at Khajuraho and Udaipur for Boeing 737, are in progress. We are also ensuring that the Trivandrum runway is extended to 8000 feet with LCN 40 as quickly as possible. All those steps have been taken and a number of works have been sanctioned also. Much was said by Shri B. N. Shastri about the Gauhati airport. We have sanctioned an estimate for strengthening of the runway there to 6000 feet along with the apron and the taxi track. At present Gauhati has to receive two Boeings that converge upon it at the same time. This creates confusion so far as handling of passengers is concerned. For the reason that the runway is being strengthened, we have got to provide the maximum time in the day for carrying out the work. I hope this will be completed soon. Lastly, improvements for the runway at Port Blair has been taken up and new civil enclaves have been sanctioned at Srinagar, Jorhat, Goa and Kanpur Terminal buildings at these places have been sanctioned. At Srinagar particularly, the building will be designed to harmonise with the surroundings, it will be a good building; I hope. Extension of terminal building at Amritsar has also been sanctioned. New technical block at Kulu has been sanctioned. With those works, I hope that much of the complaints or inconvenience to the passengers would be removed.

Now I shall come to specific points raised by hon. Members. I should like not to take much time.

श्री बिभूति मिश्र : मज्झिम्पूर के बारे में आप क्या कर रहे हैं ।

श्री राज बहादुर : मुजफ्फरपुर के बारे में आप ने मुझे लिखा है कि वहाँ बारिश में फ्लड की वजह से रेल और सड़क यातायात बंद हो जाता है। तो मैं इंडियन एयर लाइन्स से बहुत जोरों से कहूँगा कि मुजफ्फरपुर को बरनात के मौसम में किसी तरह से प्रति सप्ताह एक दफा, दो दफा कनेक्ट करने की चेष्टा करे। मैं वायदा नहीं करता हूँ क्योंकि उन के पास फ्लोट कम है।

एक माननीय सदस्य: गोरखपुर के बारे में आप क्या कर रहे हैं।

श्री राज बहादुर : गोरखपुर के बारे में हम देखेंगे। दिसम्बर में जब एयर बसें आ जायेंगी तो 737 रिलीज हो जायेंगे। उस समय गोरखपुर को जोड़ा जा सकता है या नहीं।

श्री मुहम्मद जमोलुरहमान : पूरनिया के बारे में आप क्या कर रहे हैं।

श्री राज बहादुर : पूरनिया को भी देखा जायगा। लेकिन वह जगह बहुत स्ट्रांग नहीं है। पर मैं ने इंकार भी नहीं किया है।

श्री नगेन्द्र प्रसाद यादव : मुजफ्फरपुर के बारे में कब तक करेंगे।

श्री राज बहादुर : कोशिश करूँगा मैं। और मैं कोई वायदा नहीं कर रहा हूँ।

SHRI PARIPOORNANAND PAINULI (Tehri-Garhwal): The hon. Minister was good enough to say that tourism was a labour-oriented industry and as you know the hill areas provide all the resources, mountains.....

MR. CHAIRMAN: Ask a question, do not make a speech.

SHRI PARIPOORNANAND PAINULI: The hill areas provide all the resources for the tourist industry,

mountains, rivers valleys, weather, scenic beauty, etc. I should like to know from the hon. Minister whether he has some plans for the development of the hill areas.

SHRI RAJ BAHADUR: Most of us are in love with the Himalayas and particularly your constituency.

SHRI PARIPOORNANAND PAINULI: We do not want love, we want practical things, love from a distance does not do anything.

SHRI RAJ BAHADUR: Before I deal with hon. Members' questions, let me add that we have also sanctioned an estimate amounting to Rs. 70.05 lakhs for strengthening and extension of the runway at the existing Naval aerodrome at Cochin to make it suitable for Boeing 737 operations. Then necessary expenditure sanction has been given for the construction of a Civil Enclave at Jorhat aerodrome also and as well as extension of the terminal building at Amritsar.

Now, reports had appeared in the press in the U.K. that India was demanding major civil aviation concessions before they allowed supersonic flights of Concorde aircraft over their territory. It was also reported that the U.K. Government's attitude was hardening towards India due to India's reluctance to allow Concorde to overfly Indian territory. These statements are completely unfounded. Our refusal to allow supersonic Concorde flights through India are based mainly on the grounds of injurious and harmful effects of such flights over areas off a particularly thickly populated country like ours. Although this aspect has not been conclusively proved so far, one way or the other, the fact remains that Concorde flights will only fly subsonic over Europe. While they will fly subsonic over Europe they propose to fly supersonic over us. Now, we are prepared, as member of the World community, to share the experience of a new

scientific enterprise in the field of aviation and we are prepared to pay the price for such experience in common with others but on reasonable terms. But if they want to fly subsonic on Europe and supersonic over our country, that would not be reasonable and cannot be allowed. We are not prepared to be treated as second class citizens of the world. That is one of the main reasons why we have not allowed them. Even otherwise we should be convinced that supersonic flights would not be injurious to our people in any way. It is so because we have also seen that when we allowed one such flight there was a lot of protest from the people on the route of the flight. Therefore Government's decision not to allow supersonic Concorde flights over India is based on certain important factors. In any case, there is absolutely no intention of squeezing out any commercial civil aviation benefits from the Government of U.K. on this account. It is unfortunate that such a motive is attributed to us. It is very unfair that a friendly country should have been accused of such intention or motive when we have no such intention at all.

Now, about student concession, an hon. Member said that it was only for going to the home towns that 50 per cent discount is given. As far as my knowledge goes, 50 per cent discount is given for sight-seeing journeys also.

Now, for the recruitment of Air Hostess, special consideration is given to the candidates coming from the Eastern region. The complaint was that they were not allowed to become Air Hostess. Interviews were held at Gauhati. Special reservation for Air Hostesses belonging to Scheduled Castes and Scheduled Tribes is also made. In this connection, I would like to refer to the tabular statement on page 39 of the Report. It has been stated by an hon. Member that appointments to Class I and Class IV posts, for which reservation has been made for SC/ST have not been up to

the mark. I would read out the relevant figures from the report. The total number of recruitments made in class I to class IV during 1974-75, was 382. The number of vacancies reserved for SC was 71 and for ST it was 27. Against these the number of SC & ST candidates appointed was 74 against 71 for SC and 9 against 27 for S.T. Scheduled Tribes candidates are not available and that was why only 9 could be appointed.

Now, about Calicut I have already said. Then somebody asked me about the total income in foreign exchange, earned as a result of the introduction of "Discovery of India Fare". Up to 31st March 1975, this Fare has brought in US \$462,772, that is in terms of rupees, it is Rs. 37.6 lakhs. There is little doubt that it has given a tremendous fillip to tourist traffic. That is why we have been able to catch up, despite the adverse effect of inflation and rising costs elsewhere.

SHRI R. S. PANDEY: In so far as foreign exchange revenue is concerned, do the Government contemplate to give the benefit to the Civil Aviation Department?

SHRI RAJ BAHADUR: Whatever foreign exchange is earned by the hotels, at least 10 per cent of that is allowed to them to meet the cost of purchasing equipment which may involve imports, and so payments in foreign exchange. So far as Calcutta is concerned at present, the British Airways, Scandinavian Airline System, Royal Nepal Airline Corporation, Bangladesh Biman, Burma Airways Corporation and Thai International—these are six airlines that touch Calcutta airport. Besides that, we have also the Aeroflot service which we hope will operate one service per week via Calcutta. It is understood that this service will start very soon. It was said that we are not checking the influx of unauthorised persons into the airports. That is not correct. We have got the local airport security committee which is looking after that aspect of the matter. It was also urged that facilities for onward flights

[Shri Raj Bahadur]

and reservations should be improved. We hope very soon we will have a Real-time computer for taking care of the reservations both.

A question was asked whether cheaper meals will be made available at the ITDC hotels. We took that step some time back and the rates for vegetarian thali meals were scaled down. These are Rs. 9.50 in Ranjit, Rs. 13.50 in Janpath, Rs. 18 in Ashoka and Rs. 15 at Kutab. We know that even now it does not come within the reach of the common men, but we have to have cafeterias for that. I think both the private sector and public sector have got to take care of that. In this connection, a point was made by Mrs. Parvathi Krishnan as to why we are giving loans to hotels in private sector. May I tell her that we have got hardly 2000 rooms in the public sector whereas the total rooms required in the country number 15,000. So, we have got to see that whatever capital resources can be mobilised for that purpose both in the private and public sectors should be so mobilised. For that we have to give certain incentives. We give them loans on certain terms and conditions. The loans are secured if they do not fulfil those conditions, we can take action.

SHRIMATI PARVATHI KRISHNAN: When you give them loans, why don't you see that the prices charged by them are kept low, so that they are comparable to the ITDC hotel charges?

SHRI RAJ BAHADUR: That question requires further examination.

It was said that in the eastern region, there is no transport unit set up by the ITDC. This is again incorrect. We have transport units at Calcutta and Bhubaneswar. When the hotels at Siliguri and Gauhati come up, such units can be set up there too.

We have made a comparative analysis as to how the public sector hotels in ITDC and the private hotels fare so

far as returns on investments are concerned. I have figures for two years. In 1973-74, the percentage of sales to capital employed was 68.32 for ITDC hotels and 39.36 for the private sector. The percentage of gross profits to capital employed was 8.73 for private sector and 12 for ITDC hotels. In 1974-75, the percentage of sales to capital employed was 49.65 for the private sector and 82.64 for ITDC hotels. The percentage of gross profits to capital employed was 12.68 for private sector and 15.50 for ITDC hotels.

For improving tourist facilities in the south, we have taken some steps. We are going to take one important step for promotion of tourism in the south. In case where there is a pre-determined itinerary the proposal is to allow some concessions for 7 days on that itinerary. 30 per cent discount is already being given for the itinerary Madras-Bangalore-Trivandrum and back, I hope similar itineraries will be evolved to avail of these concessions elsewhere also.

SHRI K. P. UNNIKRISHNAN (Badagara): What about connecting Vijawada by air?

SHRI RAJ BAHADUR: We have taken a decision that Vijawada should be connected as soon as possible. We will get an additional Avro very soon and we will do that.

PROF. NARAIN CHAND PARASHAR (Hamirpur): What about Simla? That is the only State capital not connected by air.

SHRI RAJ BAHADUR: Your State has got an airport at Kulu. I think, it is not correct to say that we have no policy for airports. We have a policy for airports.

About fire tenders, I would say that the party that had tendered the lowest acceptable terms has backed out and they wanted a high price on the plea of escalation of costs. We did not allow that and we have gone to invite global tenders. Meanwhile, we have made improvised arrangements and I can as-

sure the Members that there will be no dearth, of the safety measures.

SHRI VASANT SATHE: You do not want tourists to go to Nagpur, your *sasural*.

SHRI RAJ BAHADUR: When the airbus comes, I will take care of Nagpur.

I will certainly accept the point of Mr. Sanghi has made that accommodation chart should be available at the airports and something should be done about it.

So far as Andaman & Nicobar is concerned, we are very much for developing tourism there. In other areas too in the North, we have succeeded, to some extent, in allowing tourists to go to places which were so far restricted. Now the demand is that the inner line should be pushed further. That depends upon the exigencies of the security requirements.

SHRI VASANT SATHE: What is the point in taking the whole plane half empty to Nagpur and bring it back? What is the economics in it? Why don't you allow any southward going plane to touch Nagpur. It will mean half-an-hour delay to go to Bangalore and nobody will have any grievance.

SHRI RAJ BAHADUR: I have promised that I will certainly send you a full note about it.

SHRI VASANT SATHE: Do not send me the note, send me the plane.

SHRI RAJ BAHADUR: When the airbus comes, I will certainly try to do whatever is possible.

I am grateful to the House for hearing me with patience. About Leh, we are very anxious to connect Leh with air service. We require a special type to aircraft for that purpose. Boeing 737 cannot serve that purpose. Avers also cannot serve the purpose because

of the high altitude, atmosphere pressure and other reasons. Therefore, we will require a plane that can go and land or take off at that height. A short haul jet will serve that purpose. It will serve the purpose of port Blair and many more areas also.

SHRI K. P. UNNIKRISHNAN: Lacadives also.

SHRI RAJ BAHADUR: No. There you require a much smaller aircraft.

About accommodation, we will certainly take care to do whatever best can be done in conjunction with the efforts made by the State Governments.

श्री कुशोक बाकुला : कब से शुरू होगी ।

श्री राज बहादुर : पसन्द करना है, चुनना है कि कौन सा हवाई जहाज लेना है । यहां उसके बारे में कुछ नहीं कह सकता हूं । यह बताना मुनासिब नहीं होगा कि कौन कौन सा एयरक्राफ्ट लेंगे, पर विचार हो रहा है; कब लेंगे, कैसे लेंगे । लेकिन यह निश्चित बात है कि लेना जरूर है । और लेने के बाद हम लेह को और पोर्ट ब्लेयर को भूलेंगे नहीं । लेह की खातिर बहुत कुछ किया जा रहा है । हम यह भी चाहते हैं कि हमारे पास शाट हाल जेट्स हों जो उसी स्पीड से चल सकते हैं जिस से बोईंग 707 या 737 चलते हैं । उनसे ट्रिजम को भी बड़ावा मिलता है और मन फा भी होगा । जहां तक उन्होंने पुराने मोन्यूमेन्ट्स के रिपेयर की बात कही है मैंने आर्कैयोलोजिकल सर्वे आफ इंडिया को कहा है और वह इसको देखेंगे, इसकी व्यवस्था करेंगे । यह मेरी आशा है उन्होंने लेह मनाली रोड के बारे में भी कहा है । मैं इसको सिब्योरिटी एंगल से एग्जमिन कराऊंगा कि इस सड़क को खोला जा सकता है या नहीं इस सड़क पर खुद चला तो नहीं हूं लेकिन हेलीकाप्टर से उसके ऊपर उड़ा जरूर हूं । बेहतरीन से बेहतरीन जो प्रकृति का नजारा मिल सकता है और हिमालय का, पर्वतों का

[श्री राजबहादुर]

यह इस सड़क पर मिलता है, इस में जरा भी संदेह नहीं है। मेरा भी विश्वास है कि जिस दिन यह सड़क खुल जाएगी उस दिन बहुत बड़ी संख्या हमारे घौर बाहर के टूरिस्ट इस सड़क के द्वारा जाएंगे और इसके लिए मेरी पूरी-पूरी कोशिश भी होगी कि यह खुले।

श्री जयन्नाथ, मिश्र ने कन्फरेंस में आफ एम्पलाइज के बारे में कहा, सो उस बारे में मैं कहूंगा कि उनमें से काफी का कन्फरेंस हो चुका है, जो नहीं हुए हैं, उनके बारे में देखेंगे, यही मैं कह सकता हूँ।

श्री डाणा ने दिलवाडा और रनकपुर के बारे में कहा। मैं वहाँ की खूबसूरती का जानता हूँ, कोशिश होगी कि किस तरह से वहाँ पर काम किया जाये, मुश्किल यह है कि कोई हवाई अड्डा पास में नहीं है। घर्मशालाओं के बारे में डोमैस्टिक टूरिज्म के बारे में मैं कहना चाहता हूँ—

Domestic tourism is also an article of faith with us. We would like to promote it; but the question is, what should be the division of areas of responsibility. We have got to see that while we concentrate on such tourist places which attract a large number of foreign tourists or have the potential to attract foreign tourists, domestic tourists are better looked after by the State Government; and there, we want to collaborate with them and cooperate with them to the extent possible. We assist them in many ways; and we will not shirk our responsibility at all, even in regard to those places—if they become popular with international tourists. (Interruptions).

SHRIMATI PARVATHI KRISHNAN: Why don't you give concessions where you have your own ITDC tourist complexes, in a season which is not the rush season? You can do that, without the State Governments coming into it. Don't put everything on the States. It will delay matters.

SHRI RAJBAHADUR: We are not putting everything on the States; but we will like them to do their work, at least. On the one hand I have explained to you about the limitations of finance resources and the financial provisions; on the other hand, you want me to undertake the responsibility on behalf of the State Governments wholesale for undertaking works that fall within the sphere of their responsibility. Should we then take over a sort of blanket responsibility even for those places which do not at present attract foreign tourists? No; Sir, I would not be able to do that. I would only say that where ITDC's bungalows are there, they will also be open for use by domestic tourists; but there, the prices are not within the reach of our common man or even of our middle classes. The main question is: shall we have the type of hotels and facilities which are within the reach of the common man? This has to be provided either by the State Government, or by us. We are ill-equipped for this. I would say this: when you go abroad, you have to pay through your nose for your hotels and restaurants. When the foreigners come here, are we to have one rate for the use of the hotel by the foreigner, and another rate for use by Indians? That would be frowned upon by many. About off-season, we shall certainly examine the position.

SHRI PARVATHI KRISHNAN: I am talking about off-season concessions.

SHRI RAJ BAHADUR: We will examine it. Even regard to the cost of meals etc. (Interruptions). there is need for examination. Sir, shall I reply to all the questions? Let me get the air-bus, let the capacity of the Boeings be released. Let me then see whether we can connect Bhubaneswar. (Interruptions)

SHRI KRISHNA CHANDRA HALDER (Ausgram): On 4th May, one extra passenger was carried by flight No. 401 from Delhi to Calcutta; and

he was standing all the way from Delhi to Calcutta. How was it possible?

श्री राजभद्रादुर : हम देखेंगे ।-

I will have it looked into

श्री मटवर झाल फ़ौल (मेहसाना) : मेरी मंत्री महोदय से एक प्रार्थना है । मुझे महसूस होता है कि वह अपने नेबर के साथियों को भूल गये हैं । हम उनसे मिलने भी गये थे । मेरा कहना यह है कि दिल्ली से अहमदाबाद के लिये सबेरे सिर्फ़ एक ही फ़्लाइट जाती है । बम्बई के लिये शाम को तीन फ़्लाइटें जाती हैं । इनमें से एक फ़्लाइट का वाया अहमदाबाद डाइवर्ट किया जाये तां बहुत सुविधा उधर के लोगों को हो सकती है । यह वहां की बहुत आवश्यकता है । मेरा निवेदन है कि मंत्री महोदय स्पेसिफ़िक जवाब दे ।

SHRIMATI PARVATHI KRISHNAN: The Minister was not here when I was speaking. He made a reference in his speech—and I am very happy to hear it that he would consider the various demands of and issues affecting the workers and employees, raised in the Cut Motions. I would request that he should not confine his replies only to the Cut Motions, because some of these issues have also been made in the speeches that have been made here. I would request him to examine all the problems raised in the speeches.

SHRI RAJ BHADUR: I will examine all these questions. I will certainly make a note of these points. The time is not propitious at the moment. It is now 4.20.

श्री नाचेंद्र प्रभास माधव : सभापति महोदय, आप ने मुझे बोलने का अवसर नहीं दिया, ली कम से कम दो प्रश्न तो पूछने दीजिए मैं मंत्री महोदय का ध्यान मधुबनी जिले में स्थित बलराजगढ़ की ओर आकर्षित करना चाहता हूं । माननीय सदस्य, श्री जयप्रकाश

मिश्र, ने वहां टूरिस्ट सेंटर बनाने के बारे में कहा है । मंत्री महोदय ने इस विषय में कुछ नहीं कहा है ।

मैं मंत्री महोदय का ध्यान सीतामढ़ी की ओर भी ले जाना चाहता हूं, जो सीता माता की जन्मभूमि है, जिस के बगल में बरगनिया में वह बराबर जाते रहे हैं । हम लोग वर्षों से निवेदन करते आ रहे हैं कि कलकत्ता-पटना-मुजफ़्फ़रपुर-सीतामढ़ी-काठमांडू तक वायथान की सेवा हो । मंत्री महोदय प्रकाश डालें कि सीतामढ़ी के बारे में उन का क्या विचार है ।

SHRI D. P. JADEJA: I have put a lot of questions. The Minister of State stated that the senior Minister will reply. But, unfortunately, the Senior Minister was not here when I was speaking. So, he has not referred to any of the points mentioned by me. I do not want take the time of the House by repeating them. Can I take it that I will get the answers in the next consultative Committee?

SHRI D. D. Desai (Kaira): Even though you had provided funds for good aerodrome for Ahmedabad, everyone connected with Ahmedabad knows that it is a most primitive one. Even States capitals of a smaller size in India do not have such a small airport. Though Government had promised in the previous years that it will reconstruct that airport, nothing has been done so far except some makeshift arrangements. I want the hon. Minister to tell me when he will make Ahmedabad airport on par, if not with the international airports, at least with some of the other major sized airports.

PROF. NARAIN CHAND PARASHAR: I would request the hon. Minister not to deal with the question of an airport at Simla as a jest, because the State Government has taken up the matter very seriously with the hon. Minister and a site was also selected on the Bilaspur-

[Prof. Narain Chand Parashar]

Mandi road for the construction of the aerodrome. Since Himachal Pradesh happens to be the only State where the capital is not connected by air, we face a lot of difficulties. So far as Kulu is concerned, I may say for the information of the hon. Minister that it is 220 km away from Simla. Therefore, it will not serve that purpose.

SHRI PARIPOORNANAND PAI-NULI: The hon. Minister, Shri Raj Bahadur, expressed his verbal love for the hills. But I was sorry to see that he has not done anything tangible for the development of tourism as an industry in the hilly areas all over the country. I would like to know whether the hon. Minister has any concrete plan, any separate plan, for the development of tourism as an industry in the hilly areas, because it is a labour-oriented scheme, which can absorb the educated unemployed who are now going from the hills to the plains in search of employment. Secondly, is he going to put Dehra Dun and Mussoorie on the tourist map?

SHRI K. P. UNNIKRISHNAN: Charming as he is, the hon. Minister has tried to soothe our countrymen by saying that he is trying to look into the question of Calicut airport.

MR CHAIRMAN: He is committed to it. I have also pleaded for it.

SHRI K. P. UNNIKRISHNAN: He is committed to it, because the whole House was informed 25 years ago in the Provisional Parliament, that it will be taken up. Nobody can run away from that commitment. All his predecessors have said so. This is a matter which I was raising in every forum, including the Committee on Assurances. So, I want to know what concrete steps he proposes to take in this connection as also regarding the expansion of the Cochin airport.

MR. CHAIRMAN: Rs. 75 lakhs have been committed.

श्री जोहन्नाथ चटर्जी (बार्दवान) : मैं माननीय मंत्री महोदय का ध्यान इस तरह की बात चाहता हूँ कि बूनापुर जिले की एयरपोर्ट जो बना जा वह अभी एंबंशन कर दिया गया है, उस को ग्राइ ए सी को ले लेना चाहिए क्योंकि इस वक्त अगर नहीं लेंगे तो और बराब हालत उस की हो जायगी। फिर जब हम मांग करेंगे कि वहां पर हवाई जहाज उतारे जायें तो मांग कहेंगे कि वह एयर पोर्ट इस लायक नहीं है कि हवाई जहाज वहां उतार सके। तो उस को अभी ले लेना चाहिए और पूनिया को हवाई सड़ित से कनेक्ट कर के उस को एयर मीप पर ले आना चाहिए। इस के बारे में मंत्री जी से मैं जानना चाहता हूँ।

SHRI SOMNATH CHATTERJEE: (Bardwan): May I know from the hon. Minister whether there is any proposal on the part of Indian Airlines for improvement of meals, the so-called food that is given, because it is having very serious gastronomic effects? Are you going to wait for the air bus for that also, because every answer is now put on the air bus?

श्री रामावतार शास्त्री (पटना) : मैं एक ही सवाल पूछना चाहता हूँ। क्या पिछले कुछ वर्षों में इस तरह की बातें चलती रही हैं कि ग्राइंडी डी सी के जो सब से बड़े अधिकारी हैं उन के विरुद्ध छद्मचार और दुरुपयोग के मामले सदन में बार बार उठाए जाते रहे हैं और क्या यह बात भी सही है कि सी बी ग्राइ ने उन के मामलों में एकवायरी भी की है। अगर यह बात सही है तो इस संबंध में सरकार ने कौन सा निर्णय लिया? वह सही साबित हुआ या नहीं भी साबित हुआ तो कम से कम हिन्दुस्तान की जनता को तो मालूम होना चाहिए, उस विभाग में काम करने वाले कर्मचारियों को तो मालूम होना चाहिए कि वस्तुस्थिति क्या है?

[SHRI BHAGWAT JHA AZAD in the Chair.]

SHRI CHAPALENDU BHATTACHARYYA (Giridih): I had occasion to tell the hon. Minister about the disruption of the air service between Patna and Ranchi because of the wrong timings. Passengers have to wait at Patna airport for four to five hours. This can only be solved if instead of having two night flights from Calcutta to Delhi, we have two flights in the morning as was done previously. One of the flights, the Boeing flight, could go via Ranchi Patna and Lucknow to Delhi.

SHRI RAJ BAHADUR: I will send detailed replies to the questions which have been put, but let me say first of all that we shall take note of the points made by the Members in their speeches about workers' demands. We shall certainly examine them and see what best can be done about them in a just and reasonable manner.

About Ahmedabad, I would say that we have already spent a lot of money on modification and expansion. Even then, we are very seriously considering the question of putting up a new terminal complex and also a new technical block at Ahmedabad.

We are doing likewise in respect of other ports, about Patna, etc. So far as connection for Sitamarhi is concerned, it depends upon the fleet position. About Simla, we have selected Jabbarhati, a place where we could build an airport good enough for the Avro. Now, this is a proposal—pending consideration of sister Ministries. Mr. Painuli is speaking about the development of the hills. I said, from Srinagar to Jammu, Manali and Dharamshala, Dalhousie, Kulu, Manali, Simla, Dehra Dun, Mussoorie, Nainital and Darjeeling, some way or the other, we have tried to help them and we have also tried to develop facilities for them. We have also publicised all of

these and have made our best possible efforts for publicity. (Interruptions)

But what exactly is the proposal? (Interruptions)

Mussoorie is also there. I myself went to Mussoorie. We have tried to help Mussoorie.

Then comes the question of Calicut. I have already said that we have taken it up with the Planning Commission, but you have also to wait for the total picture of the nation's resources.

About meals, I am absolutely sure.

(Interruptions) We have said that we stand committed to Calicut but we shall build it depending upon the availability of the finances. As you know, for two years, we were not allowed to build any hotel because of the economic situation.

About Cochin, Rs. 70.5 lakhs have been sanctioned for the extension and strengthening of the runway for Boeing 737.

Then comes Purnea. We will get the new proposal, that you have made examined. If we really can run a service profitable with it, we shall certainly see whether the proposal is otherwise feasible.

About meals, I am absolutely sure on seeing the beautiful and robust health of my friend, Mr. Somnath Chatterjee, that he has had no gastrointestinal disorder at all, on account of the food served to him. (Interruptions) The Indian Airlines has done a good job. Apart from that a committee of both the Houses has been set up to go into the whole question.

SHRI VASANT SATHE: It is only because of the good air hostesses that we will feel like eating. They only make it tolerable.

Tourism & Civil Aviation

SHRI RAJ BAHADUR: I see your preference.

SHRI VASANT SATHE: There is no question of preference; there is no choice.

MR. CHAIRMAN: No supplementaries.

SHRI NATWARLAL PATEL: I am not putting supplementaries.

(Interruptions)

MR. CHAIRMAN: No supplementaries, please. It cannot be a running commentary. I am on my legs. Please sit down. You have finished Mr. Minister.

(Interruptions)

SHRI RAJ BAHADUR: Yes.

MR. CHAIRMAN: Now, there are cut motions by Shri S. M. Banerjee, Shrimati Parvathi Krishnan and Shri C. H. Mohammad Koya.

(Interruptions)

SHRI RAMAVATAR SHASTRI: What is this?

(Interruptions)

MR. CHAIRMAN: Please sit down. Now, there are cut motions by Shri S. M. Banerjee, Shrimati Parvathi Krishnan and Shri C. H. Mohammad Koya. Since none of them is here in the House, I put them to vote together. I have to put them to the House.

Now, I shall put all the cut motions to the vote of the House.

All the Cut Motions were put and negatived.

MR. CHAIRMAN: The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos. 89—92 relating to the Ministry of Tourism and Civil Aviation."

The motion was adopted.

16.40 hrs.

MINISTRY OF STEEL AND MINES

MR. CHAIRMAN: The House will now take up discussions and voting of demand Nos. 83 to 85 relating to the Ministry of Steel and Mines for which four hours have been allotted.

Prof. S. L. Saksena and Shri Bhogendra Jha have tabled cut motions to the Demands relating to the Ministry of Steel and Mines. I would like to know if they are present in the House. They are not present. So, the cut motions are not being moved.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1977, in respect of the heads of demands entered in the second column thereof against Demands Nos. 83—85 relating to the Ministry of Steel and Mines."

[Demands for Grants, 1976-77 in respect of Ministry of Steel and Mines.]

No. of Demand	Name of Demand	Amount of Demand for Grant on account voted by the House on 23-3-1976		Amount of Demand for Grant submitted to the vote of the House	
		Revenue	Capital	Revenue	Capital
1	2	Rs.	Rs.	Rs.	Rs.
83	Department of Steel	8,80,88,000	88,52,25,000	44,04,41,000	3,26,36,25,000
84	Department of Mines	4,75,000	..	23,75,000	..
85	Mines and Minerals	6,00,93,000	16,70,52,000	30,04,68,000	83,52,62,000

MR. CHAIRMAN: Now, Shri K. C. Halder.

SHRI P. K. DEO (Kalahandi): The procedure is that 15 minutes are allowed for the members to move their cut motions....

MR. CHAIRMAN: I have called Shri K. C. Halder.

SHRI KRISHNA CHANDRA HALDER (Ausgram): Mr. Chairman, Sir, despite the claims of the Steel Ministry that the steel industry in India is passing through a period of crisis, the Government visualised on installed capacity of 12 million tonnes of steel by the end of the Fourth Plan. The Report of the Ministry notes:

"No increase in capacity could, however, be achieved by the end of Fourth Plan. The expansion of IISCO to 1.3 million tonnes from the existing capacity of 1 million tonnes was given up by the then IISCO management. The attainment of 1.7 million tonnes capacity at Bokaro also could not materialise. The expansion of Bhilai to 4 million tonnes has been re-scheduled."

What about the Fifth Plan? This is what the Report admits. I quote:

"However, due to constraints on financial resources, the expansion

of Bhilai Steel Plant and commissioning of Bokaro's 4.75 million ingot tonnes stage is likely to materialise in the early years of the Sixth Plan".

In the first year of the Fifth Plan, though the installed capacity of saleable steel was 8 million tonnes, the actual production was only 4.9 million tonnes....

SHRI P. K. DEO: On a point of order, Sir.

I raised a question of procedure which is being so far followed in the House whenever cut motions are to be moved. Usually, 15 minutes are given to the Members within which they are to indicate the Nos. of cut-motions that they want to move and submit the list to the Table. But you have given a ruling that as those two hon. Members are not present in the House, their cut motions are not moved. This is a wrong ruling, according to me.

MR. CHAIRMAN: You need not worry for that. If they come within 15 minutes, I will permit them to move their cut motions. There is no need of that point of order. I know the rule very well. If they come within 15 minutes, I will permit them to move their cut motions.

SHRI KRISHNA CHANDRA HALDER: During 1975-76, the saleable steel would be roughly about 6 million tonnes. Though there has been some rise in the production, it does not mean that there is spectacular rise in output. Even now huge unutilised capacity is in existence in the steel industry.

Now, the Government has come forward with the findings that by the end of the Fifth Plan, there would be 2 million tonnes of surplus production of steel. When the *per capita* consumption of steel in India is among the lowest in the world, the Government considers the production to be surplus. This only shows the growing recession in the country which the Government is hesitating to admit.

The demand for steel in India is falling rapidly due to stoppage of developmental activities and construction programmes of the Government. This is mainly due to stagnation in economy. Hence, the Government now wants to boost exports at a loss when the prices in the internal market is increasing and we are forced to export steel at a loss. This is only increasing the loot of the Indian economy by the Western countries but the Government appears to be totally unconcerned about it. Higher export performance in steel only means higher export loss and weakening of the Indian economy.

The Steel Ministry is now trading with the idea of joint sector and is helping the private sector to mint money at the cost of public sector. The recent example of formation of M/s Mandovi Pellet Ltd. in Goa in collaboration with Chowgule & Company (P) Ltd. clearly shows that though the Government has contributed 33 1/3 per cent of the equity capital of this company, the real cream of profits will be extracted by Chowgule & Co. since they are having a major say in the management. The entire company could have been started in the public sec-

tor. The Manganese Ore (India) Ltd. is another example of such joint sector company where the foreign private sector company is allowed to exploit Indian resources with 49 per cent equity participation. The public sector has thus become a hunting ground for Indian and foreign monopolists. This will gradually convert the entire steel industry into joint sector if this policy is allowed to be pursued in future. TISCO and Tinplate companies controlled by Tatas are already enjoying State patronage and, with Government financial assistance amounting to crores of rupees, they are in a position to strengthen their profitability.

The projected target of ingot steel production has been fixed at 8.2 M.T. in 1976-77, roughly 13 per cent higher than that of 1975-76. Export of Pig Iron and semi-finished billets will continue to be prominent features in the Steel policy and this is being claimed to be an achievement by the Government and by SAIL.

Let me express my genuine apprehensions about the feasibility of reaching the projected target. The targets have been fixed on the technical capacity of the industry, taking itself completely out of the national industrial scene. The promise that production will not be impeded is reassuring but already two shops in Durgapur Steel, i.e. Sleeper Plant and Fish Plate Plant have been closed down and Wheel-Axle Plant and Skelp Mill are suffering for lack of orders. "Produce-as-the-consumers-demand" may be the call from the authorities but none of the Steel Plants can produce wherever they like. Their product-mix is fixed. I want to know what steps will be taken when one particular product goes a-begging for buyers and what you propose to do with the Sleeper Plant and Fish Plate Plant in Durgapur Steel Plant.

Then, I want to know about expansions. There have been assurances in the past in respect of Alloy

Steel Plant, Durgapur. Today the expansion of Durgapur Steel Plant has reached paramount importance, despite its bad finances, since its existence now depends entirely on the diversification of its end products. For long, we have heard about 'labour indiscipline' being responsible for the losses in Durgapur Steel Plant. The canard has been blasted by your own figures which show that Durgapur Steel Plant has lost 28 crores last year despite their being no loss of even a single man hour. So its ailments lie somewhere else: the cure lies in expansion and diversification. The budget does not ensure any capital expenditure for Durgapur Steel Plant; this must be done.

The Alloy Steel Plant has done fairly well last year as in the previous years. But Government has taken a very discouraging role so far as its expansion is concerned. The production in the plant can be tripled with minimum capital expenditure. The idle capacity in the Plant will be around Rs. 100 crores at the present day valuation level.

Confronted with the problems of heavy stocks and huge outstanding payments by consumers, the steel management have resorted to attacks on the steel workers in general. An average worker in the shop floor is faced with increased workload, decreased earnings and the so-called disciplinary action on any pretext whatsoever. Dismissal without assigning any reason is the order of the day. The services of several employees have been terminated even for small offences. 'Fruitful participation' means the Government signing on the dotted lines. Practically all trade union rights, including the right to protest against management's excesses, have been taken away.

In Durgapur, six activists of a recognised Union were suspended, and

the management is further resorting to vindictive measures.

In Durgapur, in the name of abolishing the contract labour, the Congress leaders were made leaders of fictitious labour cooperatives and are allowed to earn huge profits. The workers are exploited while, for political reasons, certain leaders are given special privileges. Recently, the Hindustan Steel Employees' Union won 71 out of 72 seats in the elections for the workers' cooperative societies, but how is it that the Congress leaders became the President of several fictitious labour cooperatives? This is a clear case of a policy of political patronage given to some persons purely on partisan considerations. The Steel Ministry connived at the victimisation of CITU supporters from these bogus societies and gangsters were encouraged to attack the CITU workers and leaders.

All suspension orders must be withdrawn. I would request the hon. Minister to reinstate all those employees who were dismissed without assigning any reason for nominal faults.

The import of steel and other articles that can be produced indigenously should be stopped. I make a special reference here to wheel-axle plant and stainless sheets for them.

It is a pity that almost all the 105 mini-steel plants have been closed down throwing thousands of workmen out of employment. Government has utterly failed to provide job security and better amenities to these workmen who are now faced with starvation. If Government is prepared to subsidise steel exports by way of not charging the depreciation costs and the tike, why should similar measures not be contemplated to bring the mini-steel plants back to life?

During the Emergency, the management of Bhilai Steel Plant arbitrarily dismissed a Joint Secretary of the Hindustan Steel Employees' Union (CITU) without assigning any reason.

[Shri Krishna Chandra Holder]

The real reason for this action was that the trade union functionary concerned, who was in the supervisory category, drew attention to certain corrupt practices of some senior officials of the Plant. The said supervisor was threatened earlier with dismissal if he persisted in his complaints and the employee also drew the attention of the management to these threats. When the attention of the Steel Minister was drawn to the malpractices, he agreed to look into the matter, but nothing has been done so far. On the contrary, the matters were hushed up while an employee showing concern for the good working of the plant is penalised. How then in future workers and employees will come forward with such information if they are suppressed in this manner. I would request the Minister to consider the gravity of the situation and take drastic steps so that the malpractices in the management are stopped forthwith.

A strange thing is seen in the Bhilai Steel Plant. Whereas the departmental construction workers are kept idle, the jobs which they can do, are given to the contractors. Here, the officers of the plant and unscrupulous contractors have made a common cause to cheat the public sector. Though the matter was represented to the Government several times, no action has been taken and the contractors and officers are making money. Is it your concept of 'era of discipline'? —I want to know.

One more thing in Bhilai which must be reported here is this. The management refuses to give office premises to the registered unions except the INTUC. The CITU union requested for allotment of a plot on payment but it was refused by the management. When the entire township is owned by the management, how can a union function in the township without office premises? While the management does not allow non-INTUC union to function in the town-

ship, it is allowing full freedom to a liquor shop just opposite the gate of the steel plant where 200 workers can drink at a time. This is happening even after emergency and the Prime Minister's statement supporting prohibition.

In Bokaro, several steel workers were arrested prior to the Prime Minister's visit to reopen the Hot Strip Mill of the Plant on the 1st of May. When you are showing lack of confidence in the workers, your praise of the Bokaro steel workers has no meaning.

In Rourkela, the steel plant management dismissed a CITU union office-bearer without assigning any reason. In Tensa mine under the plant, a senior trade union leader has been dismissed without giving any reason. This is how emergency powers are misused against workers. The threat of arrest under MISA is hanging against several trade union functionaries. In Tensa mines though the CITU union is recognised by the management, it is denied of any facility meant for a recognised union. You may force the workers to work under regimented conditions for some days but you should not dream of continuing such conditions for an indefinite period.

In this connection, I want to draw the attention of the hon. Minister to the Ulbrum mine in Bankura in West Bengal owned by a private Company. The Company has issued a notice for closing down the mine from 2nd June. 500 Adivasi Santhal workers, working in this mine, get Rs. 2 per day as their wage. These Scheduled Tribe people have no other way of livelihood and if the mine is closed they will have to starve. I would request the Government to take over the Ulbrum mine in Bankura.

17.00 hrs.

The report of this Ministry does not refer to the ghastly tragedy of Chasnala where over 375 workers lost their

lives. During the year under review, there was another tragedy in the same mine which took a toll of 5 more employees. Though the Government has taken over the management of IISCO, the report does not even express any concern at these accidents. There are many more accidents in other mines during the last year in which several hundreds of workers died.

In steel industry also the number of fatal accidents is sufficiently high. In some papers submitted to the Seminar on Safety in Steel Industry this fact was noted. But even now the government does not take adequate steps for protection of workers. In a paper on safety in steel industry it was pointed out that the trade unions' suggestions regarding safety are invariably ignored by the management, resulting in several accidents in industry. The Safety Committees are just formal. The All India Safety Committee in Steel Industry which has about 25 nominees has only 4 trade union representatives while the rest are management's representatives and Government officials. The workers and trade unions who have vital stakes in the safety have no proper representation. The Safety Manual prepared by the Safety Committee has not yet reached the workers in vernacular language though sufficient time has passed. This callous attitude towards safety should be discarded.

Recently there have been several accidents in the steel and mines industry due to the anxiety of the managements to boost production anyhow. This has resulted in ignoring of safety rules which has been responsible for many accidents. Secondly in order to bring down the number of accidents, the government has brought in a new concept of 'reportable accidents' and some accidents though of a serious nature are not being reported. It is necessary to record all the accidents so that the real cause of the accident is studied and remedial measures taken. This

alone would enable us to get an objective view of the situation.

Lastly, despite the general optimism shown about the performance of the Steel Ministry, the underlying dangers can hardly be overlooked. To put the industry on a stable foundation, there must be: (1) a massive investment, (2) expansion and diversification, (3) technological innovations, (4) effective and meaningful participation of the workers in the management (5) demand stimulation by reduction of prices and (6) stoppage of exports at subsidised rates.

I oppose the Demands.

सरदार स्वर्ण सिंह सोनी (जमशेदपुर) :
सभापति महोदय, सब से पहले मैं श्री चन्द्रजीत यादव मिनिस्टर स्टील को बधाई देता हूँ कि इनका प्रोडक्शन पब्लिक सेक्टर के जो स्टील प्लांट्स हैं उन में बहुत अच्छा रहा है। हल्द्वर साइट को मैं सुन रहा था। मझे आश्चर्य हो रहा था उनको सुन कर। मैं समझता हूँ कि शायद उन्होंने पूरी रिपोर्ट पढ़ी नहीं है या जानबूझ कर गलत बोल रहे थे। मैं उनको बतलाना चाहता हूँ कि दुर्गापुर स्टील प्लांट का आउटपुट 7 लाख 51 हजार टन हो गया है। यह सिर्फ सेलेबल स्टील का है। यह अपने आप में एक रिकार्ड है। पिछले सब रिकार्ड्स को यह प्लांट सरपास कर गया है। 1963-64 के मुकाबले में यह 44.4 परसेंट ज्यादा है।

मैं समझता हूँ कि इंडियन फायरल एंड स्टील कंपनी को ले कर सरकार ने बहुत अच्छा काम किया है, इस कंपनी को बचा लिया है, लोगों को बचा लिया है और बंगाल का भी बहुत ज्यादा फायदा कर दिया है। मैंने इसका अभी दौरा किया था। इनकी पुरानी मशीनरी होते हुए भी उसका जो रिहेबिलिटेशन हो रहा है वह प्रशंसनीय है और मैं चाहता हूँ कि और ज्यादा पैसा आप इसको दे ताकि इस प्लांट को फिर से खड़ा किया जा सके। मैंने देखा है

[सरदार स्वर्ण सिंह सोखी]

वे कोक ओवन प्लांट बना रहे हैं। पुराना जो ढांचा था उसके ऊपर और खड़ा कर रहे हैं। (इंटरव्यू)। चासनाला का सवाल दूसरा है। लेकिन इस कंपनी को इन्होंने बचा लिया है। मैं चाहता हूँ कि जो भी मैनेजमेंट आप चाहे रखें लेकिन इसको आप चलाएं और इसको आप रिडेविलिट कर दें और उनको पैसा दे। वहां काम बहुत अच्छा हो रहा है। उसके बाद जहां तक सवाल है प्रोडक्शन का, मैं आपको बताता हूँ कि भिलाई, दुर्गापुर, राउरकेला, बोकारो, टिस्को, इसको सब में काफी प्रोडक्शन हुआ है। लेकिन सबसे ज्यादा टिस्को में हुआ है। टिस्को में पुरानी मशीनरी है उसी से 99.1 परसेंट का प्रोडक्शन बिना किसी एक्सपेंशन के हुआ है। कोई उमीद नहीं कर सकता था कि इतना प्रोडक्शन होगा। उसकी एक्सपेंशन के लिये बड़ा जोर लगाया जा रहा था। यह तो मिनिस्टर साहब की लक है कि उनको पुरानी मशीनरी से 99.1 परसेंट माल बनाकर देना पड़ता है। इसी तरह से उनके पीछे लगे रहेंगे तो एक्सपेंशन की जरूरत नहीं पड़ेगी। इस तरह से आपका काम बड़े जोरों से चल रहा है। मैं आपकी मिनिस्ट्री की इसके लिये बड़ी सराहना करता हूँ। जहां जहां सुझाव देने होंगे, वह मैं दूंगा, उसमें कोई बात नहीं है। जहां तक प्रोडक्शन का सवाल है, मेरे मित्र, अगर बैठकर सारी बातें सुनते तो मैं और समझ सकता था।

आपकी जो लांग टर्म प्लानिंग है, इसमें आपको बड़ी कामयाबी होगी। पहले के एक्सपेरियेंस और आइया का ध्यान में रखते हुए यह 25 साल का लांग टर्म प्लानिंग अच्छा है, इस पर जल्द से जल्द पूरा ध्यान दिया जाये।

जहां तक लेबर का सवाल है, लेबर का पार्टिसिपेशन इन मैनेजमेंट में तो है लेकिन अगर बोर्ड आफ डायरेक्टर्स में भी पार्टिसिपेशन

लेबर को दें तो क्या हर्ज है। इससे उनकी काम में जिम्मेदारी और बढ़ जाएगी। अगर उनका एक आदमी वहां बैठा रहेगा तो कोई फर्क नहीं पड़ता। मेरी यही राय है।

एकोमोडेशन फार लेबर की गवर्नमेंट की 80 परसेंट की पालिसी है। उसमें से 40 परसेंट आपने बना दी है। बाकी 40 परसेंट को भी जल्दी कम्पलीट किया जाना चाहिये।

एम्पलाइज के बच्चों के पढ़ने के लिये वहां कालेज चाहिये। प्राइमरी स्कूल से लेकर स्कूल-लीविंग एजुकेशन से काम नहीं चलता है। अब तो कोई सवाल नहीं है कि उन के बच्चे बनारस या रुड़की वगैरह जाकर कालेज की पढाई पढ़ें। जहां वे लोग रहते हैं, वहीं उनकी पढाई होनी चाहिये, वहीं काम वे सीखें और वहीं काम करें। मेरा सुझाव है कि वहां आप एक कालेज बनाइये और जितनी एमेनिटीज मर्डिकल वगैरह की हैं वह भी दीजिये। बोकारी स्टील प्लांट की लेबर ने एक मैमोरैंडम प्राइम मिनिस्टर को 1-5-76 को दिया था, हालांकि मैं तो वहां नहीं जा सका, लेकिन उस मैमोरैंडम में 2, 4 बातें अच्छी हैं जिनको कि मान लिया जाना चाहिये।

चासनाला का मैंने मार्च की 1 तारीख को विजिट किया था। वहां की हालत मैंने देखी है, वहां काम के बारे में तो मैं नहीं कह सकता कि माइन कलैंगी या क्या होगा, वह तो आप देखें। मगर यह जरूरी है कि अगर आपके अफसरान वहां के ठीक प्रकार से काम करते तो दूसरा एक्सीडेंट न होता। कम-से-कम थोड़ा सा भी ध्यान रखते तो एक्सीडेंट से बचा जा सकता है। जैसे एक्सीडेंट इज एक्सीडेंट, यहां से गाड़ी बाहर लेकर निकले, और एक्सीडेंट हो सकता है। लेकिन जहां तक मैंने देखा है, वहां कुछ जरूर डील है। आप चाहे किसी के कान खींचें, जो मर्जी कीजिये।

टिस्को का जहाँ तक सवाल है, इसमें लेबर की रिट्यूचमेंट की गई है। वह किस तरह से की गई है, कुछ लोग आपके पास आये होंगे, या आपने बुलाया होगा। लेकिन मैं कहना चाहता हूँ कि जमशेदपुर में टिस्को ऐसी जगह है, अगर वह बंद हो जाये तो 75 परसेंट आर्दमियों को अपना बिस्तर-बोरिया गोल करना पड़ेगा। सब लोग टिस्को पर ही निर्भर करते हैं। वहाँ दूसरी सबसीडीयरी कंपनी है मगर कोई मंडी नहीं है। इसलिए आप टिस्को को हिदायत दीजिये कि किसी भी आदमी को निकालने से पहले 2 दफे मोर्चे। नेशनलाइजेशन की मांग क्यों होती है। हमारी मिक्सड इकनामी है, मांग इसलिये होती है कि लेबर को दुख होता है कि अगर निकाल दिये जायेंगे तो लोग क्या करेंगे। मेरा कहना है कि अगर निकालेंगे तो लोग चोर हो जायेंगे, डकैत हो जायेंगे।

इसलिये मैं कहूँगा कि टिस्को को अगर नेशनलाइज नहीं करना है, तो कम-से-कम ज्यादा कंट्रोल रखिये कि लेबर के बारे में सबसीडीयरी कंपनी या एन्सीनरी की ज्यादा देखभाल करें। वे बाहर से माल मंगाते हैं, जिम की बजह से रेन्सिलरी इंडस्ट्रीज तबाह हो रही हैं, क्योंकि उन के पास कोई आर्डर नहीं है। मैनेमिनिस्ट्री आफ इंडस्ट्री की डिमांडज पर बोलने हुए भी यह बात कही थी। इंडस्ट्री और स्टील दोनों इंटर कनेक्टिड हैं। मिनिस्टर साहब को इस तरफ ध्यान देना चाहिए। अगर हो सके, तो इस को नेशनलाइज कर दिया जाये। आखिर टाटा के लोग बहुत से कारखाने हैं। मेरी राय है कि उन के इस स्टील के कारखाने को सरकार अपने हाथों में ले ले।

जहाँ तक हिन्दुस्तान कापर का सवाल है, उस के दफनर को कलकत्ता से हटाने की बात कही गई थी, इस लिए मैं उस को विजिट करने गया था। कलकत्ता हेड आफिस ने 12-4-76 को यह चार्टर सप्लाइ किया था। इस के मुताबिक कंसैरिफल स्टाफ में 78

आदमी हैं और उन के ऊपर 31 अफसर हैं। यह बड़ी हैरानी की बात है।

इस आफिस पर खर्चा कितना हो रहा है? स्टाफ के संबली पेमेंट पर 1,26,000 रुपया खर्च किया जाता है। एक मनेजर से काम चल सकता है, लेकिन तीन तीन मनेजर रखे हुए हैं और एक चेयरमैन भलग है। जहाँ तक बिल्डिंग के किराये का सवाल है, एक फ्लोर के लिए 28,717 रुपये माहवार रट दिया जाता है। कलकत्ता आफिस को मेनटेन करने के लिए स्टाफ और रेंट पर हर साल 18.56.604 रुपये खर्च किये जाते हैं।

अगर इस खर्च को कम किया जाये, तो कम से कम दस लाख रुपये का नफा हो सकता है। 78 आर्दमियों पर कंट्रोल करने के लिए 31 अफसरों की जरूरत नहीं है। वह बिल्डिंग बिड़ला फैमिली की है। वे किराये को और बढ़ाने जा रहे हैं। उन्होंने गवर्नमेंट को नोटिस दिया है। क्या तो किराया बढ़ाया जाये, या बिल्डिंग को खाली कर दिया जाये। क्यों न उस किराये को रेंट कंट्रोल कानून के मुताबिक फिक्स कराया जाये? ये सब बातें अफसरों की मिली-भगत से होती हैं। उन को इतनी पावर दी गई है, जिस का वे फायदा उठाते हैं। जैसा कि मैं ने बताया है, कलकत्ता आफिस को मेनटेन करने के लिए 18 लाख रुपया साल का, यानी डेढ़ लाख रुपया महीने का, खर्च किया जा रहा है। अगर बिल्डिंग का किराया बढ़ गया, तो वह रकम बढ़ कर 25 लाख रुपये हो जायेगी इस से अच्छा तो यह है कि कंपनी या तो अपनी बिल्डिंग बना ले और या वहाँ से शिफ्ट कर जाये। इतने अफसरों की जरूरत नहीं है। इस या पंद्रह अफसर सारा काम कर सकते हैं। जब मैं ने इतना ज्यादा स्टाफ रखने के बारे में पूछा, तो मुझे बताया गया कि इतने लोग तो पुरानी कंपनी के आये हुए हैं। हम ने इतने आर्दमियों को रखने का कोई ठेका नहीं लिया हुआ है।

[सरदार स्वर्ण सिंह सोझी]

इस खर्च को कम करना चाहिये। कारखाने में नफा इस तरह की बचत करने से ही होता है। यह जरूरी नहीं है कि निर्र्क प्रोडक्शन से ही नफा होगा। प्रोडक्शन बड़ा अच्छा हो रहा है, लेकिन मेहरबानी कर के लीकेज को भी रूंद किया जाये। यह कितनी अजीब बात है कि 5 लाख रुपये का नफा हुआ और 28 लाख रुपये खर्च कर दिया।

जहाँ तक एग्रिगेशन का सवाल है, यह ठीक है कि 20 पायट इकानॉमिक प्रोग्राम के मुताबिक पब्लिक सेक्टर में एग्रिगेशन एक्ट प्रोविजन को इम्प्लीमेंट करने की पूरी कोशिश की जा रही है। लेकिन हम देखते हैं कि पांच स्टील प्लांटों में 295 प्रोजेक्ट इंजीनियर, 113 टेक्निकल एग्रिगेशन और 2034 ट्रेड एग्रिगेशन हैं। मैं समझता हूँ कि इन प्लांटों में यह ताबाद तो ऊंट के मुँह में जीरे की बात है। इस लिए यह जरूरी है कि एग्रिगेशन की तादाद को बढ़ावा जाये।

जिन लोगों को ट्रेनिंग दी जाये, उन को वहीं एंबार्क कर लेना चाहिए। इस किस्म की बहुत शिकायतें मिल रही हैं कि ट्रेनिंग मिल गई है, अब क्या करें। वे लोग एम० पी० के पीछे दोड़ते फिरते हैं।

मैं इन डिमांड्स को सपोर्ट करते हुए कहना चाहता हूँ कि मिनिस्टर साहब अपने अफसरों को हिदायत करे कि वे अच्छी तरह काम करे, नहीं तो उन को वहाँ से हटा दिया जाये।

SHRI O. V. ALAGESAN (Tiruttam):
Mr. Chairman, Sir, I would like to preface my speech with a few general remarks.

While speaking on Steel, one remembers with gratitude the late Shri T. T. Krishnamachari. It was he who conceived the idea of having three big steel plants with one million tonne capacity each way back in mid-fifties. It was with that vision of his and his daring that the public sector has

grown to its present size. We have been able to reach both in the public and the private sectors double the level of production which we conceived of, namely, nearly 6 million tonnes only after two decades. We may double the present level of production in another decade. We appreciate his foresightedness and his daring and his vision. He may be truly called the father of the steel industry in the public sector.

The steel industry covers the biggest segment of our investments in the public sector. In all public sector units, covering about 129 in number, out of the total investment of more than Rs. 7,000 crores, the steel sector alone accounts for a total investment of more than Rs. 2,000 crores which means that 30 per cent of our total investment has gone into steel. That is the biggest segment, as I said, in the entire public sector industry.

Now, Sir, what do we find? Does this ministry come up before Parliament for scrutiny every year? No; it was not discussed last year; nor before last it was discussed and the year previous to that, it was not discussed at all. I would like to submit and you may tell the Speaker that it should be possible for this House to go into the details fully and see the working of this ministry every year. Every year this important ministry should be taken up for scrutiny by the House and I should say that all the economic ministries must be brought before the House and they should be discussed so that the House knows, the country knows where we stand. This year, for example, we have been given only four hours to discuss this Ministry. God be thanked, which means Raghu Ramalah be thanked, that this ministry is not pushed out at all; at least on the penultimate day, we have been able to discuss the demands of this ministry.

I would like to make a suggestion. Since the days of Shri Mavalankar,

much water has flown under the Jamna Bridge. We have changed the Rules of Procedure and this House is given the opportunity to discuss many things if did not discuss before. So, even if tomorrow the guillotine is going to be applied and several ministries demands are to be passed without a discussion, even after that, what stands in the way of the House from taking up such ministries for a discussion. I should like to place this suggestion before you and, through you, the Speaker and also the Minister for Parliamentary Affairs that we should be allowed to discuss the ministries even after this under a suitable motion. This ministry is fortunate enough in having a dynamic person to be in charge of it and I should congratulate him and also the SAIL for the very good performance they have put up; in the year 1975-76, they have reached the production level of 5.7 million tonnes of saleable steel which is 16.4 per cent more than what they did in the year 1974-75. In that year, they produced only 4.9 million tonnes and now for the very good results achieved, I should congratulate the Ministry. We should while congratulating the ministry, remember that the major factor which contributed to this happy development is this. It is the product-mix engendered by the emergency, namely, improved availability of inputs, improvement in industrial relations, better discipline among the workers and cooperation between labour and management which were responsible for this development. All these things together which I called the product-mix of the emergency have contributed to this happy result; and the railways have done a wonderful job. Formerly there were complaints regarding non-availability of wagons, etc. but last year the railways have done a wonderful job. They have moved inputs into the steel factories more than what was targeted for and moved finished goods out of the steel factories more than targeted for. This is very encouraging.

Sir, there is one thing which is not so encouraging. Out of 5.7 million tonnes we are told that more than 6 lakh tonnes have been exported and out of a targeted production of 6.5 million tonnes in 1976-77 you have already booked orders for 2 million tonnes which means that during the last year and the coming year the nation will be consuming less than 5 million tonnes of steel. For a big country like India with a population of 600 million people the consumption of less than 5 million tonnes of iron and steel shows that there is something basically wrong with our economy. The planners should take care of this situation and try to remedy it as early as possible. Let alone the population of 600 million, even if our population had stood at the same level as it was when we achieved Independence, that is, 350 million, I ask you whether the consumption of less than 5 million tonnes is anything sufficient. It is believed that consumption of iron and steel in a country is the index of the progress of that country and measured by that index, it seems that there is something wrong with our economy, it is sick and suffering.

Sir, on the matter of export, I would like to utter a note of warning. We are happy that the export of steel brings the much needed foreign exchange but I would like to know at what price! Are we not exporting at a price lower than what we are selling to our own people? If so, the question that arises is, are we subsidising industrialisation in other countries? This is a matter which has to be given serious thoughts. While we are happy that we are able to export—certainly it is more profitable to export the finished products rather than iron ore—if we export at a price less than the cost price or the sales price in this country then what are we doing! Are we doing something harmful or helpful to this country?

Now, I would like to say a few words about SAIL. This was con-

[Shri. O. V. Alagesan]

stituted in the beginning of the year 1973. The author of this holding company idea, the late lamented Shri Mohan Kumaramanglam was questioned very closely in the House on the function of SAIL and the way in which it was going to work. I would like to say the most important question that was put was by my friend, Shri R. S. Pandey. The question raised by Shri R. S. Pandey was regarding the accountability and answerability of SAIL to Parliament and the country. This is the reply of the Minister:

"The hon. member is perfectly right in emphasising the accountability of the Steel Authority of India to Government and to the country for its operation of such a wide area of our country's economic activity. That is why the Government have specifically laid down that the Steel Authority of India must submit a report every six months regarding the working of that organisation, and Government certainly intend to see that the authorities in charge of the Steel Authority of India are made accountable for the exercise of power which is being granted to them in respect of organising our steel production".

This was a very clear answer that was provided by the then Minister to the question asked by Shri R. S. Pandey. But then what do we find? Has this been carried out? This very clear and unambiguous assurance by the Minister on the floor of the House—has this been carried out? In fact, I wrote to our Minister to send those reports. Half yearly reports means there would have been six reports by now. Even the annual reports for 1974-75 I could not get. There are only two report I could my hands on. Instead of sending the reports asked for the Minister was kind enough to send me a few cyclostyled papers containing some information, valuable information, of course. But is it that was intended by the then Minis-

ter? This is a matter for the Speaker to go into. Also we have the Committee on Assurances. To see whether the assurances given on the floor of the House are being followed or not, observed or not, is the job of that Committee.

I was very disappointed not to receive any report. Perhaps these reports were not submitted. I do not know. The Minister might choose to enlighten us on this point in the course of his reply. But the fact remains that these half-yearly reports which should have been submitted to Government, to Parliament and to the country are not before us.

Now regarding the setup of SAIL and the functions of the Ministry and SAIL. Here also I would like to quote. Kindly bear with me—this is my second and last quotation. This is regarding the functions of the Ministry:

"Co-ordination of the growth of the steel industry both in the public sector and private sector; planning, development, control and assistance to all iron and steel industries" and so on and so forth.

What are the functions of SAIL?

"To plan, promote and organise an integrated and efficient development of the iron and steel and associated industries such as iron ore ...; to coordinate the activities of the subsidiaries; to formulate and recommend to Government a national policy for the development of iron and steel and related input industries and to advise it on all policies and technical matters".

These are the important functions. These are huge tasks. I would like to say in paran thesis that this question of the framing of a national policy on iron and steel is yet to fructify. The Committee on Public Undertakings drew the attention of Government and SAIL to this matter. That apart, these two jobs are huge, big tasks. If

anyone says that he can do both these jobs, do justice to both the jobs simultaneously, he will be a very bold man, a very big man—of a type which is not generally available to us. Now these two jobs, the Secretaryship of the Ministry and the Chairmanship of SAIL, are now combined in one person. Can these functions, big jobs, be combined in one and the same person? Can we expect him to carry both? This is a big question.

Now you might have heard this about Arjuna of old. Among the archers of Bharat, he was the one person who could shoot arrows with both hands with equal ease. For that reason, he was called *savyasachi*, the man who could despatch arrows with both hands, the right and the left. Do we have a *savyasachi* in the person of the incumbent of these two offices, of the Secretary of the Ministry and the Chairman of SAIL? I for one would feel that this is too big a job for one man to carry out satisfactorily and this is against all canons of administration. This has been drawn attention to by the ARC, by the Estimates Committee and by the Committee on Public Undertakings. Their recommendation is that these two jobs should never be combined into one and they should be held by separate people, and this should be given effect to. This recommendation which has been accepted by Government, which has been made by various bodies, is sought to be flouted. This, in my view is not a healthy thing to do. Suppose this example is followed by other ministries. Take for instance the petroleum ministry; it has got ONGC, IOC, Cochin Refineries, Madras Refineries, huge, big public sector undertakings; suppose they constitute a holding company and appoint a chairman and make him the chairman-secretary. How will it look? This bad example should not spread; that is what I am warning you about. Similarly, take the ministry of chemicals and fertilizers. You have a number of big fertiliser units; the FACT, the IDPL which has several units and

so on. Suppose that ministry wants to follow your example: holding company, chairman of the holding company is the secretary to the ministry. How will it look like? Then this also leads to two different kinds of secretaries; their daily allowances are different. The chairman of SAIL will get Rs. 175 per day; you and I get Rs. 51; and the Rs. 4000 per month secretary of the Government of India who was looked upon with envy in those days, gets less than Rs. 30 per day. If those two secretaries were to go to Bombay, the chairman-secretary can go and stay in Oberoi Sheraton hotel; the other secretary will have to go into some miserable government hostel and stay there. Is it healthy to have this type of difference and different categories of secretaries?

The public sector industries which we have created are big economic empires. They are bigger than the ministries which create them; they wield greater economic power even than the state governments. They are, I should be excused for saying so, equivalents of the multinationals on the national scene. They have executives. We have abolished Maharajas and nawabs; the executives of the public sector companies are the new maharajas and nawabs. Our hon. Minister is a dynamic person but it is difficult to control the huge public sector undertakings for even the most capable minister. Even Mr. Kumaramangalam, I am told, did this only as a stopgap; he did not want this as a permanent arrangement. One cannot aspire to reign in hell as well as serve in heaven. I say that these two posts should be bifurcated soon. The secretaryship might go, I do not mean to a civilian or an ordinary bureaucrat, but to a technocrat.

SHRI CHAPALENDU BHATTACHARYYA (Giridih): What about techno bureaucrats?

SHRI O. V. ALAGESAN: There is the danger of technocrats growing into bureaucrats; I hope the Minister

[Shri O. V. Alagesan]

will give his attention to this matter.
(Interruptions)

Taking capacity utilisation the other day the Minister of Industries thundered against unutilised capacity in the private sector and threatened that they would be visited with punitive measures. In the steel ministry, we have certainly done well in the year 1974-75 and 1975-76; I have no time now to quote the figures. It is better than 1973-74 but it is not better than 1972-73. In the sixties, for three years consecutively the private sector factory TISCO attained 100 per cent production. In three consecutive years in 60s, TISCO attained cent per cent production. IISCO attained cent per cent production in one year during the sixties; and so when we take that into account we have not travelled much. And under-utilisation is still there. This year TISCO will reach cent per cent production. That is something good. But, it is not new because TISCO attained full capacity utilisation during three years in the sixties.

Now, about profitability, in 1973-74, the steel industries suffered a net loss of Rs. 572 crores. In 1974-75 there was a net profit of Rs. 37.0 crores. The HSL had made a profit of Rs. 48.0 crores but Bokaro incurred a loss. But on the whole there was a net profit of Rs. 36.59 crores. But what about the Government loan that has been taken? The loan taken by the steel industry amounts to Rs. 44.00 crores. What is the interest that has been earned on this loan amount. It was about Rs. 26.23 crores. Now, this works out to about 3 per cent. Now, we are told that Government advance loan to public sector undertakings and the interest works out to between 7 per cent and 10.5 per cent. It is not less than 7 per cent. It goes up to 10.5 per cent, under certain conditions. If you work out the rate of interest even at 9 per cent, this profit of Rs.

36.59 crores will convert into a net loss of about Rs. 12.0 crores. I would like the hon. Minister to explain what is the rate of interest, how they have calculated the interest and how they are going to pay the interest. Other groups of industries for instance, Chemicals group of industries set apart 5 per cent for interest and the Petroleum group of industries' amount set apart for this purpose works out to 10 per cent. I would like to know why the interest has been worked out at such a rate and we are shown the profit.

Another point, I would like to touch is about the sale proceeds. The net sales in 1973-74 amounted to Rs. 546.0 crores. In 1974-75, it amounted to Rs. 865.0 crores, about 44 per cent increase. While the value in rupees has increased, the quantity that was sold has remained more or less the same and the Committee itself has been constrained to point out that "substantial contribution came from price increase on sales." So, by increasing the price we have shown a greater sale proceeds and not by increasing the quantity sold. This increase in price means a bonanza to all private sector industries in the steel segment and they naturally welcomed this because it is not as if private sector will not welcome public sector under these conditions, because you put up the price of public sector products and that helps the private sector and brings a bonanza to them. Why should they object? So this aspect of price increase should also be taken into account.

Now, one word about Salem Steel Plant. It is in my own State. Salem seems to be the cinderella among the steel sisters. While other sisters like Bhilai are over-fed, over-dressed and over-perfumed and are bursting with all good things of life, Salem is like one of the slum children. It is weak and emaciated, looking to Delhi for alms. It has not even the strength to cry, and only recently the mother instinct in the Prime Minister has come

to the rescue of Salem and she proposes to take some steps, and I do not know what they are. Committees are always constituted. As to whether the Committees will follow the mother instinct, I am very doubtful. This project was approved in 1972 at an estimated cost of Rs. 340.0 crores. Now, it has gone up to Rs. 517.0 crores according to one report and Rs. 518.10 according to another. These figures are very dangerous. One report says one thing and another report says another thing. I should say here that the report that has been brought out by SAIL, which has got an authorised capital of Rs. 2000 crores, a mighty sum in India, is a very shabby document. There should be some format, some way of supplying information. They give one set of figures and another publication gives another set of figures! Only Rs. 12 crores have been spent all these years on the Salem plant mostly on land, site preparation and some civil works. For 1976-77, Salem Steel Limited asked for Rs. 16 crores and the generosity of the Central Ministry could not provide more than Rs. 3 crores! It is a very pitifully small sum. I hope the full amount of Rs. 16 crores will be provided for it. The Minister should look at this project with greater sympathy. What disturbs me is, I found a news item sometime ago that if Rs. 16 crores are sanctioned this year, next year they will have to sanction a much larger amount which they are not prepared to provide and so they are not able to provide Rs. 16 crores this year! I do not know if that is true, but if it is true, it is a very funny situation in which we are in. I would like to appeal to the Minister to provide the full amount of Rs. 16 crores and also take care of it next year. In an investment amounting Rs. 400 crores and more, what is Rs. 16 crores? They will be able to tell the minister how to find these Rs. 16 crores. It is not a big amount. With this appeal, I conclude in deference to your wishes, even though I have a few more points.

SHRI D. K. PANDA (Bhanjanagar): Sir, as for the performance of this Ministry, production of steel has increased by 15 per cent compared to last year. I congratulate the workers who during the emergency have sacrificed most of their cherished rights and earnings also. The minister also deserves congratulations for the performance. At the same time, there is a big contradiction that has come to the forefront. On the one hand the Steel Minister, the Prime Minister and everybody else have been advancing the cause of more and more production of steel. It has been declared by so many authorities in the ministry that there should not be any cut-back in production. But at the same time, Mr. Rusi Mody, perhaps the brother of Mr. Piloo Mody, who is the Director of TISCO has declared that since steel was not selling owing to the recession in the market, products worth Rs. 45 crores had piled up in the stockyard and the money ploughed back into production was locked up, forcing the company to borrow a like amount from the banks. So, in the name of cost control, all purchases have now been stopped. In February 76, a circular was issued not to issue any requisition for spare parts, and it is also necessary, according to him, to obtain permission from the General Superintendent even for purchase of materials worth Rs. 500! I draw the attention of the minister to this contradiction: on the one hand there is a propaganda and demoralisation being spread among the workers, engineers, etc. saying that there is stockpiling. On the other hand, there is a call for more production. This has to be resolved. According to me, if our projections for industrial growth and export in the coming years are any indication, we can safely say that we have a really good case for proceeding with the production and not to have any cut-back. So, the hon. Minister should enlighten us about this contradiction which has come up.

[Shri D. K. Panda]

Regarding export of iron-ore, we feel that we should stop exporting iron-ore. We can use this iron-ore for industrialising our country and in future, we will be able to earn much more foreign exchange by producing more. There should be a specific direction to the policy of export also.

There is absolutely no doubt that the public sector has made certain achievements and it has earned distinction in the production field. But as for the workers who should have been rewarded for sacrifice, what did they get in return? In Rourkela Steel Plant, 14 trade union activists have been removed from service under section 13 of the Standing Order. We have made a special representation about four workers who have organised people in support of the Prime Minister's 20-Point Programme and declared their full support to the Government, but nothing has been done about them also.

As far as workers' participation in management is concerned, this should be done at the Durgapur pattern. Representatives from INTUC, AITUC and HMS should be taken in the Board of Management.

About contract labour in IISCO, I have received various letters and representations from Burnpur. There, the contract labour system has created havoc. It was stipulated in the first all India agreement that was signed that industries would not employ labour through contract in jobs of permanent and perennial nature. The plant level agreement was reached in 1971 in which it was stipulated that within a period of six months all such workers would be absorbed. After a lapse of four years, we find that only 600 workers have been taken and there are still 1200 workers according to the agreed formula. I would, therefore, request the hon. Minister to see that all contract labour who are engaged in a perennial nature of job should be taken over immediately.

The permanent jobs which were being done departmentally on or before 1974 will continue to be done through regular employees. That was also the agreement that was signed on 30-7-75 but that was also not honoured.

Now, what is going on, because of this? The officer-contractor combine has built up and created their own foundation. Therefore we find that the Central and State laws are being violated. The law says:

"In cases where the workmen employed by the contractor perform the same or similar kind of work as the workmen directly employed by the principal employer, the wage rates, holidays, hours of work and other conditions of service shall be the same."

But this is not being implemented. These are the agreements which I am quoting. In spite of this, all these rules and agreements have been violated by these contractors. Therefore, I demand that the contract labour system should be abolished immediately as far as Burnpur is concerned.

In regard to Bhilai, the N.M.R. workers are on the increase, against the decision of the national joint consultative committee. Their figure has now gone up to 3,000. I draw the attention of the hon. Minister to this fact and request that these 3,000 should be absorbed as regular workers.

About TISCO, I have already pointed out how demoralization is spreading. The time has now come for taking over TISCO, before it becomes actually sick. On 9-3-1976, the AITUC has addressed a letter to the Prime Minister; and prior to it a letter was addressed to Shri Brahmananda Reddy. You will find that subversive activities are going on in TISCO. I would quote only certain things. On 7-3-1976, 2200 workers are retrenched.

MR. CHAIRMAN: You have exceeded the time by two minutes.

SHRI D. K. PANDA: Kindly give me 8 more minutes.

MR. CHAIRMAN: I can give you only 5 minutes and not 8 minutes.

SHRI D. K. PANDA: How can I finish in 5 minutes?

MR. CHAIRMAN: Please don't argue. Cut it short and finish it within 5 minutes.

SHRI D. K. PANDA: More than 1000 workers have been declared surplus. 8000 workers who were waiting for jobs, have lost their job opportunities. We also come across the activities of foreign agents. Mr. Russi Mody heads the educational institute called the Xavier Labour Relations Institute. We find Father Cario, who is an American citizen, organizing lectures in the name of Moral Rearmament. You will find so many officers from TISCO, TELCO and Tinplate joining them and taking keen interest in them.

In the Dimna Nala area in the hillside, there is a huge, palatial building, built at a cost of Rs. 2 lakhs. The Father of the Colmuri Church having the headquarters at Chaibasa is in charge. This institution, it is apprehended, is conducting espionage activities. There should be an immediate probe into the matter. And before TISCO becomes really sick, it should be taken over by the Government, because the Government has also invested 45 per cent of the share capital in it. It is high time that we do it.

Now, as far as the expansion of the steel plants is concerned, as my friend has put it, Durgapur's performance has shown the way. It has advanced greatly. Therefore, it should be expanded. In regard to the expansion of Rourkela plant, I do not find any mention in the Report, in

spite of the assurance given by the hon. Minister—perhaps on 21-3-1976—while he was in Orissa. Therefore, I demand that it should be immediately taken up.

As far as the development of non-coal mines is concerned, it is definitely necessary that scientific methods, research work, high level technology, all these things are necessary to develop the mineral wealth of the country. Orissa is one of the leading producers of iron ore, manganese, chromite etc. The development of the minerals really involve research development of transport and communications, establishment of industries, export outlet etc. Can we expect Rungta or a Bird & Company to achieve these things? It is difficult for them to do all these things. Moreover, they deliberately do not invest money for these purposes. Therefore, it is high time that these non-coal mines are taken up, especially if we really wanted an integrated policy, as in the case of steel.

The fact that these non-coal mines are in private hands creates the problem of unemployment. There is also dislocation in the mining programme. Only in one place in Orissa 185 mines are idle and out of these 140 are now on leave. If we take over these mines, the nation will be benefited to a great extent, because we know that the development of mineral resources cannot be done by these private companies, much less by those who are already throwing out thousands and thousands of workers into the streets. In that area, in Badbil 5,000 workers have been thrown out of employment. Therefore, I say that these non-coal mines should be nationalised.

In the mines of the National Mineral Development Corporation there is no participation of labour in management anywhere. In UP, though an apex body has been formed, you will be surprised to know that not even for a single day it could operate and not even for a single day any meeting could be fixed,

[Shri D. K. Panda]

because of the non-co-operation of the private mine owners. The participation of labour will certainly lead to smooth functioning and so it should be effectively introduced. But that is possible only if we take drastic action against those mine owners.

श्री जयन्नाथ मिश्र (मधुबनी) सभापति महोदय, मैं इस विषय पर कुछ बोल इस के पहले मैं प्रस्तावित सनक्लता हूँ कि मैं मननीय मंत्री जी के बारे में एकाग्र शब्द कहूँ। मैं इन की योग्यता, क्षमता और कार्य पद्धति से पूर्णतया परिचित हूँ। मुझे इन की क्षमता से परिचित होने का एक अवसर मिला। यह एक भाषण दे रहे थे और उस वक्त जनता को यह समझा रहे थे कि देश गरीब होते हुए भी बड़े बड़े कारखाने खोलने के पक्ष में क्यों है? इन्होंने कहा कि अगर हम अपने यहाँ कारखाने नहीं खोलते, जरूरत की चीजों का उत्पादन अपने यहाँ नहीं करते हैं तो हमें

परायें राष्ट्रों की ओर देखना होगा। तब वे हने जो सहानुता देंगे वह समर्थ देंगे और फिर कर हम आजादी प्राप्त करने के बाद भी आजादी का सुख और आजादी का अनुभव नहीं कर सकेंगे। मुझे आज बड़ी खुशी है कि जिस विषय की चर्चा वे लोगों से कर रहे थे उसी विषय में से एक विषय के प्रभावी मंत्री की हैसियत से आज मैं हमारे सामने बैठे हैं। मैं इस का अभिनन्दन करता हूँ और इन का स्वागत करता हूँ।

सभापति महोदय अब आप अपना भाषण आगे ले जायें।

अब 11:15 की बूँक 11 मई के 11 बजे दिन के लिए स्थगित होती है।

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday the May, 11, 1976/Vaisakha 21, 1898 (Saka)